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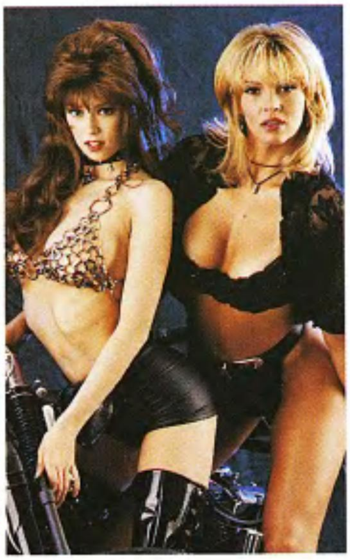

The next issue goes on sale July 28. Cover photo of Jenna & Bobbi with the Evos of Mötley Crüe members Tommy Lee and Nikki Sixx by Raiko Hartman.

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Printed in the USA

In China a plastic surgeon has developed a way of making a guy's joint at least 50 percent longer! Bringing the surgeon's idea to New York, a Dr. Stubs said his office was flooded with calls, and every second call was from the media. The day after a newspaper printed an article about it, 58 people called for an appointment. (Most of the calls were from guys' wives!) The name of the original doctor who invented it was Dr. Longer!

An 82-year-old grandmother of four and a great grandmother of two was killed in an accident. So? Well, it happened that she had a 35-year-old guy sitting in her lap at the time. They both died as she crashed into a car going in the opposite direction, which raises the question: What were they doing? They were found crushed together—he had his pants down to his ankles and was sitting in her lap!

Now enough is enough. First, you have a couple of women whacking men's joints off while they sleep. Now you have a woman who slashed a guy's nutsack so bad that it took 84 stitches to close! They have a man's entire body from which to cut off something or to slash, but they select this vulnerable spot. I wonder why.

You won't believe it but a new night club in England is called Hush-a-Bye Club. Their adult male members dress as female infants and refer to themselves as "Baby Mona" or "Baby Cathy," etc. "Mommy Claire" runs the joint, charging about $10 a night ($140 for non-members), which includes baby milk and diaper service. Spanking is about $7 more.

Here's a cold dude. He and his ol' lady argued at breakfast and then went outside to paint their house. She got a 16-foot ladder and started painting near the top while he busied himself around the bottom. As he did so, he accidentally bumped into her ladder, knocking her to the ground and bashing her head against a rock, thereby killing her. What did he do? He didn't call for help; he didn't call the fire department, the paramedics, or the neighbors. He moseyed to the local hardware store. Then he got around to calling her parents and telling them about their daughter's accident. He got five years for voluntary manslaughter.

On the border of Mexico they've been defleaing their dogs by tossing them in a local canal. When they drag them out of the water, they no longer have fleas—they also no longer have any fur left on their bodies!

If you're bothered with zits, you're cautioned not to squeeze them if they're between your eyebrows or in the corners of your mouth. If you do, you're in danger of causing bacterial infection that could go to your brain, making you very ill or even snuffing you!

Now that Stalin (remember him?) has left the scene in Russia, it looks like the Russians are cleaning up their act. A few days ago a Russian cop shot a guy because he was taking a leak at the curbside.

Prepare for the worst! In Denmark they just passed a law requiring all drivers of automobiles and their passengers to wear a helmet and face mask!

Thanks to our wondrous state and federal lawmakers, it's now possible to lose your driver's license for offenses that have nothing to do with driving. Here are some highlights from the list of offenses hazardous to your license: committing vandalism or doing graffiti (California); failing to pay a fine for littering from a motor vehicle (New Mexico); failing to pay a fine for hitchhiking (New Mexico); failing to pay any forfeiture (fine)—including one for letting your dog run loose in violation of leash laws (Wisconsin); loaning a car for prearranged racing (North Carolina); betting on prearranged racing (North Carolina); watching prearranged racing; littering, second offense (Louisiana); picking wildflowers from any wildflower-designated area along an interstate highway, second offense (Louisiana; third offense can land you in jail); using your license to buy alcohol for minors (New York); advocating the overthrow of government (New York). Sound a little like Big Brother?

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By Spider

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WORDMONGER

Oh, Well

☐ After receiving your April issue, I got a "Dear John" letter from my ol' lady saying that life sucks and there's no more *Easyriders* coming my way. The only reason I hung onto her was for your mag. Oh, well, at least I got the April issue.

Maurice Wilbur
Windham, Maine

Wrong Mag

☐ I recently bought the April issue of your mag and after reading it cover to cover it finally dawned on me that something was missing. I looked it over again and noticed all the tit shots were blacked out and there was no "Fox Hunt." I counted on these things in your rag and was really disappointed.

Brian
Sumter, S.C.

■ You must have purchased *V-Twin* instead. The mags have the same cover but the nudity is covered in *V-Twin* to pacify the people it offends. Next time make sure you look at the title and don't buy *V-Twin* if you want nudity.

A Cheez-It Helmet

☐ I came in from work the other night and grabbed a beer from the fridge and a box of Cheez-Its from the snack cupboard. As I cracked open that first cold one, I happened to notice the word "helmet" on the back of the Cheez-It box. Turns out there's an offer for a "Helmet Snack Bowl," and right away I'm wonderin' whether it's legal in some states.

Do ya have to wear it on your head? Can ya wear it on yer knee? The helmet has two compartments to "hold your favorite snacks or dips" and compartments are "dishwasher safe." It didn't say if it's approved for use in New York—looks like the stuff in the upper compartment would fly out at high speed. She costs $15.95, plus $3 for shipping and handling and two proofs of purchase from Cheez-It—and ya can join "John Madden on the All-Sunshine Snack Team."

You can bet I'll be wearin' mine and eatin' those snacks while toolin' down the blacktop. Pass the dip.

Blue Bike Mike
Imunchen, N.Y.

Thanks

☐ Thanks for "The Miracle Ride" article in the April 1994 issue. Articles and contributions (the magazines you sent) like these help to promote the March of Dimes Campaign for Healthier Babies. The funds raised from this event went to benefit the important and necessary work of the March of Dimes: research, education, and community programs to prevent birth defects and infant death.

Kristen Kohary
March of Dimes
San Francisco, Calif.

A $9 Rag

☐ Thought you'd hate to know that in Norway your March issue cost me about nine bucks at a gas station! Even so, it's refreshing to see an English-language rag. Nice girls, too!

Dennis G. Dahl
Stavanger, Norway

An $8 Rag

☐ I really enjoyed the April issue but had to pay $8 for this magazine! I just want you Americans to see that they're scamming us "big time" here in northern Canada.

Shon Burwell
Petawawa, Ontario

Down With Bicycles

☐ Regarding "A Chopper From Hell" in the May issue: Get a grip, boys. I thought this was a H-D rag. If the kids want to read about bicycles, there are plenty of those kinds of mags on the shelf. You wasted five pages on crap. Let's get back to the good stuff.

Corny
Ramona, Calif.

Needs Restoration Advice

☐ I recently picked up a 1966 H-D Bobcat, a bike designed and built in the USA and offered as a road or trail bike. It has a one-piece body, somewhat like the one that came on the first Super Glide, and was a relative of three other 175ccs—the Ranger, Pacer, and Scat, which were made between 1962 and 1966.

The Bobcat was produced only in 1966, making it one of the rarest Harleys around. There were only 1,150 made, and they were powered by a 175cc 2-cycle, single-cylinder engine with a 3-speed tranny.

This little bike has factory dual points, has never had a kickstart, and has no electric start. Near as I can tell, you had to push it whenever you wanted to ride. The only parts missing are: headlight lens, taillight lens, air cleaner, and the seat—otherwise, it's complete. This bike deserves to be restored. If anyone would like the chance, it's for sale. Serious replies only.

Randy Starlin
R.R. #2, Box 195
Niobrara, NE 68760

Green Again

☐ Hey, Phantom, in your "Did You Know?" column (May '94) you made mention that green scoots are pulled over less frequently

than red or other bright-colored scoots, the reason being that the light refraction, color temp has a lot to do with an optical illusion being created so that a cop cannot discern if the bike is traveling faster than the limit.

Well, here's a little info I picked up in Physics 101 (the 101 means for beginners). The colors green and blue have a higher frequency than bright colors (orange, red). Perhaps this is the reason that the human eye perceives the vehicle moving slower. It would therefore be feasible that the green scoot is still bad luck.

T.L.
Murray, Utah

P.S. Besides, green looks shitty on a scoot.

Can Still Do It But . . .

☐ In response to Kink from Kalispell in the April '94 issue, who was responding to Sonny from L.A. in the Dec. '93 issue, I've been ridin' since I was 16, man, and my choice of rides has been Pans. But I've ridden a Shovel or two. I've had to kick the shit out of all of them, and now I'm ridin' a '90 Fat Boy (that's the silver one, dickweed) with a button.

I'm 45 now and don't really want to kick the shit out of anything anymore. I enjoy my ridin' more than ever, and it just seems to keep gettin' better. But don't ever kid yourself. I can still get it wet and can still kick the shit out of whatever needs it. I've worked hard for everything I have, and believe me, I know where you're comin' from. I may not be a purist, but I ain't no pussy.

Warlock
Meaux, La.

Complaints

☐ I just finished reading "Slugfest" in the March '94 issue. Great story except for the ending. I was all ready for this chick to get a good fucking, and she goes and stabs the bro. That bitch deserves a fucking all right—a boot fucking! Great story otherwise.

Keep it up—but let the bro win next time.

Greg McKee
Saskatoon, Saskatchewan

☐ In the March '94 issue there's an Indian Chief that I'm pissed about. You must have forgotten the scoot had another side. Or maybe the other side wasn't finished yet. Now about what I *can* see. Why are there two throttles on this Indian Chief? (At least that's what it looks like.)

Con Jackson
Raiford, Fla.

■ Manuel advance, man.

Have anything to say? Want to bug the staff about its mistakes? Want to give a well-deserved pat on the—back? Poison pen letters, threats of violence, love letters, propositions, and demands for payment may be sent to the Wordmonger, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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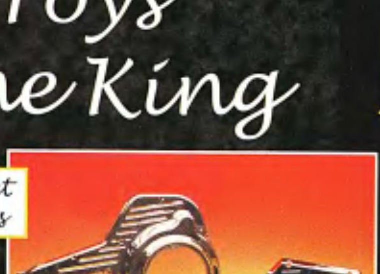

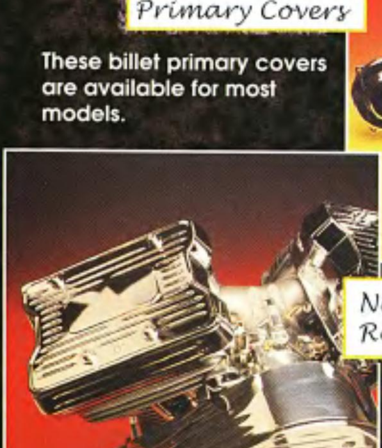

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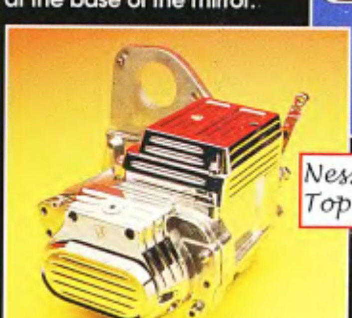

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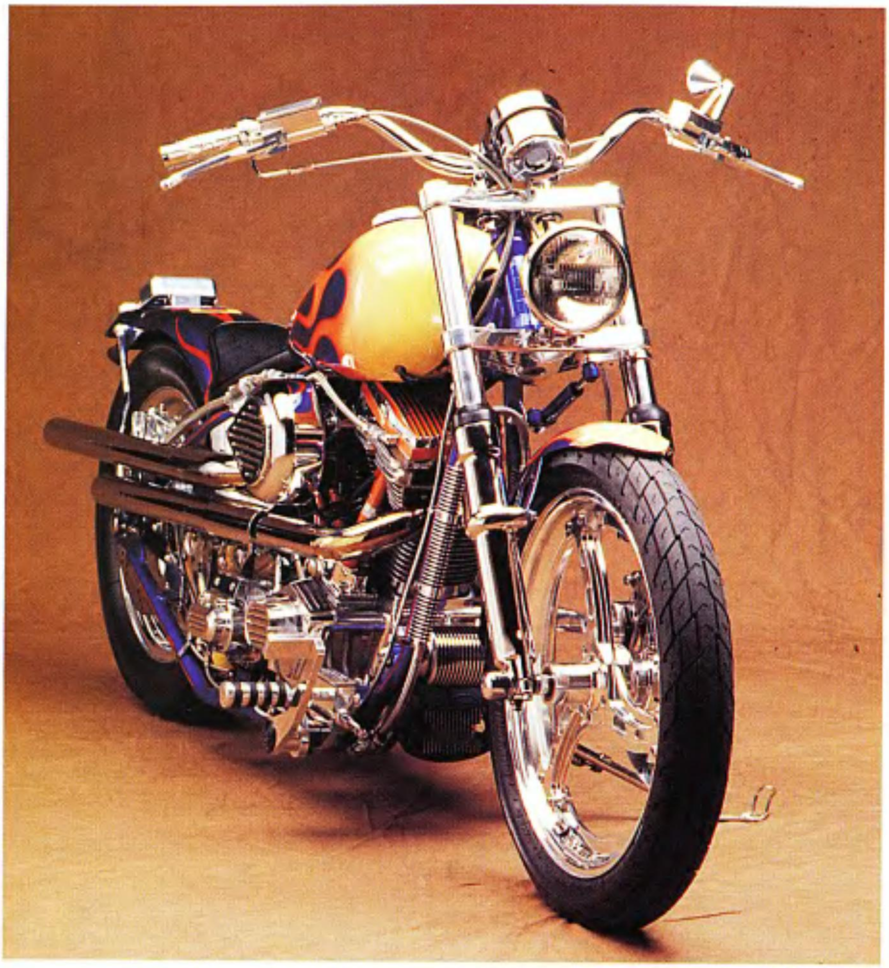
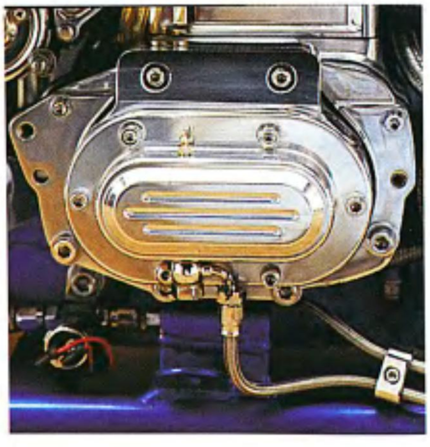


I was bullshittin' with a computer expert the other day, tryin' real hard to make sense out of what in the hell he was talkin' about. We were less than 30 seconds into the one-way conversation, when I could feel parts of my overworked brain starting to ooze out my left ear. So, I decided to nip the whole thing in the bud and lose him on a philosophical detour. I said, "Hey, bro, that's all great and everything, but there's something I gotta know." Man, you shoulda seen this dude perk up, like I just gave him some kinda license to lecture the shit outta me. "Remember the computer named Hal in the movie *2001*?" I asked. Genius nodded, achin' to go for my jugular. "Well if he was programmed like you were explaining, then how did he develop a will of his own?"

I could tell by the light bulb in Einstein's smile that I messed up. He shook his head, laughed at me, and said, "That could never happen in real life. Computers are machines, and there's no such thing as a machine with a will of its own."



Now he was treadin' on my turf. I showed him a pic of Charlie McDonald's rigid custom and said, "Bro, you grab a handful of that throttle and there's 107 cubic reasons that'll show ya otherwise. That machine not only has a will of its own, it's hotter than a Jesus nut on a runaway Huey." He looked at me like I was a couple cases short of a picnic and split. Guess I didn't convince him. But if anyone knows about a machine with a certifiable will of its own, it's Charlie McDonald.

Seventeen years in the joint is a long time to dream about building such a machine. And when Charlie got out, it didn't happen overnight. First, he bit the bullet and got clean. Then, with a clear head and an iron will, he cashed in on 17 years of prison tattooing and earned himself enough money as a freelance ink-slinger to start his own video business. As his business took off, so did his stable of custom scoots ("Ladies Love Outlaws," *Easyriders*, March '90). But even after putting together 12 of the hottest Hogs to rock →

Quakesville, the dream that had sustained him for 17 years wouldn't be fulfilled until he built bike number 13—the ultimate hardass hardtail with a high-tech will of its own.

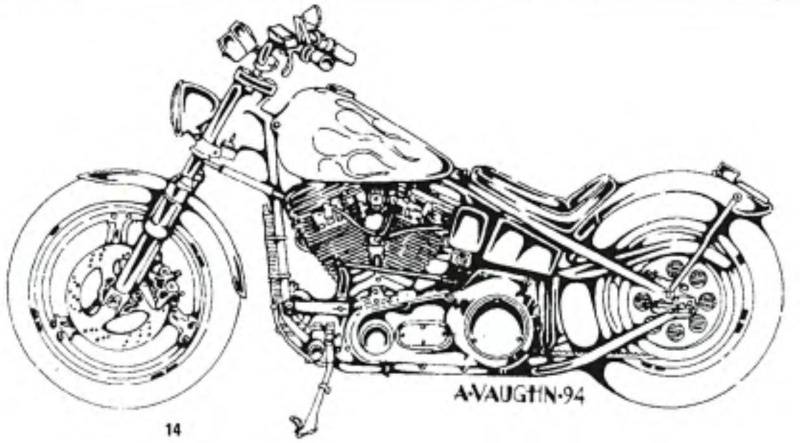
The project came about when Charlie co-conspired with Painter Joe and Larry Luman (Race Visions) to put together 107 cubic inches of motor. Greg from House of Horsepower increased the deck height on the specially designed cases to accommodate the stroke; hence, the one-off cases. Bill at STD ported, polished, and massaged the

heads. Derrick Davidson of Master Fab jumped in with shotguns and custom exhaust. And Marty Ruthman and Rob Rangold of Hi-Tech assembled the works—including the wide glide front end and steering damper that Charlie wanted for top end stability. Then, Charlie hauled his long-awaited dream—an old-style outlaw rigid with new technology tricks—out to his back yard and painted her to perfection.

These days when Charlie's not stump-pullin' skyscrapers with his powerful putt, or working at his famous tattoo and body piercing shop (Mayhem, Inc., has relocated to 8044 W. 3rd St., Los Angeles) with tattoo master Mark Mahoney, the restless bro's in his back yard painting ghost flames on his Rolls. And as far as whether or not Charlie's two-wheeled sweetheart has a will of her own, she may not be able to cook eggs in the morning, but come nightfall—turnin' 110 foot-pounds of torque—she's one ride on the wild side.

—Clay Dog

Owner: Charlie McDonald	**City:** Sherman Oaks, California	
General	**Frame**	
Fabrication by: Hi-Tech	Year: 1993	
Year and make: 1993 H-D	Builder: Paughco	
Model: rigid custom	Type: rigid	
Value: $40,000	Rake: slight	
Assembly: Hi-Tech, Van Nuys, Calif.	Stretch: 2-inch	
Time: a while	Other alterations: many	
Chroming: Astro	**Accessories**	
Engine	Bars: buckhorns	
Year: 1993	Risers: 1-inch	
Model: Evo	Grips: Ness	
Rebuilder: Painter Joe (Williams Motors)	Mirrors: Ness	
Ignition: Dyna single-fire	Fender(s): Derrick (Master Fab)	
Displacement: 107 cubic inches	Headlight: Ness	
Lower end: S&S	Taillight: Pro-One	
Balancing: Williams Motors	Speedo: none	
Pistons: Sputhe	Front pegs: JayBrake	
Cases: House of Horsepower	Rear pegs: none	
Heads: STD	Electrics: 12-volt	
Cam: Crane .550	Gas tank: FXLR	
Lifters: solid	Oil tank: horseshoe	
Carb(s): S&S Super G	Oil system: S&S	
Air cleaner: S&S	Primary cover: H-D	
Pipes: Derrick (Master Fab)	Seat: Le Pera	
Mufflers: none	Sissybar: never been	
Transmission	**Forks**	
Year: 1993	Type: wide glide	
Modifications: Andrews close ratio	Extension: 2-inch under	
Shifting: foot	Builder: H-D	
Engine sprocket: 24-tooth	Special features: Ness trees	
Trans sprocket: 35-tooth	**Wheels**	
Wheel sprocket: 70-tooth	**Front**	**Rear**
Painting	Size: 19-inch	Size: 16-inch
Molding: owner	Hub: RC Comp	Hub: RC Comp
Painter: owner	Rim width: 2.75-inch	Rim width: 3.5-inch
Color: candy cobalt/pearl flames	Tire: Avon	Tire: Avon
Type: urethane	Brake: JayBrake	Brake: JayBrake
Special paint: House of Kolor		
Other special modifications: RC rotors, elec. shifter, Crane roller rockers, billet oil cooler & filler, Thunder Jet hydraulic clutch; thanks to Painter Joe, Larry, Bill, Greg, Derrick, Marty, Rob, Tony Marcus, and Madison Jade.		
Photos: Silvermoon		



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REPRESENTATIVE OLYMPIA SNOWE

We Have A Strong Ally In The House

Following is the testimony of Congresswoman Olympia J. Snowe before the House Transportation Subcommittee on Surface Transportation, March 3, 1994:

I'd like to talk to you about a transportation issue of critical importance and interest to states and to many of my constituents, and urge you to include provisions from my bill, H.R. 799, in the National Highway System legislation. My bill is quite simple; it would repeal the penalties specified in Section 153 of Title 23, which were included in the Intermodal Surface Transportation Efficiency Act, passed in 1991. As you know, Section 153 required states to enact motorcycle helmet and automobile seat belt laws by Sept. 30, 1993. States that did not comply by that date will be forced to divert 1.5% of their FY95 highway funds from three programs: the National Highway System Program, the Surface Transportation Program, and the Congestion Mitigation and Air Quality Improvement Program to Section 402 safety programs. This penalty increases to 3% in FY96 for states that have not complied by Sept. 30, 1994.

The Public Works and Transportation Committee delayed the 1993 deadline by one year in the Technical Corrections to ISTEA bill, H.R.3276, and I'd like to thank the Committee for making that much-needed delay possible. As you know, this bill passed the House unanimously on Nov. 8, 1993, and is currently awaiting action in the Senate. If it becomes law, then the first year's deadline for compliance with Section 153 will be changed from Sept. 30, 1993, to Sept. 30, 1994, and the first year's penalty would still take effect in FY95.

Under current law, on Sept. 30, 1993, 28 states were not in compliance with Section 153 and are subject to financial penalties in FY95—28 states which disagree with the federal government's intrusion into what has traditionally been within the jurisdiction of individual states. I think it's interesting to note that minority of our 50 states have seen fit to enact mandatory laws on seat belts or helmets. The penalties these states face amount to a total of $53.3 million. Mr. Chairman, that's $53.3 million which won't be available for upgrading roads in the National Highway System program, for constructing and maintaining highways, or for promoting mass transit. Instead, those valuable federal dollars will be spent on highway safety programs, →

Photo: Dr. Robert L. Martin

which a majority of states already fund quite generously.

I should also point out that states and motorcyclists have also been at the forefront of highway safety programs. Forty-two states have funded motorcycle safety programs, most of which are paid for by motorcyclists through motorcycle registration and license fees. Nevertheless, the federal government, through Section 153, is willing to force states to redirect their precious federal resources to programs which have the necessary funding levels. Frankly, I don't believe anyone here thinks we should compel states to direct desperately needed highway construction funds into well-funded highway safety programs.

States have been doing an excellent job of promoting highway safety. Since 1983, the number of accidents has decreased from 307 per 10,000 registered motorcyclists to 206. Fatalities have similarly declined from 8 per 10,000 registered motorcyclists to 6 per 10,000 registered motorcyclists. Furthermore, the number of motorcycle occupant fatalities declined 45.4%, from 5,144 in 1980 to 2,808 in 1991, when no mandatory federal helmet law existed. This substantial decline in motorcycle fatalities demonstrates that states are capable of addressing safety issues without federal government intervention.

It's interesting to note that of the 10 states with the lowest motorcycle accident rate, 8 had motorcycle rider education programs. In fact, the 10 states with the lowest motorcycle accident rates spent 64.4% more on motorcycle rider education programs than states with the 10 highest motorcycle accident rates. Clearly, safety programs do work, and we should allow them to continue to work. The penalty provisions of Section 153 affect states in dire need of highway construction funds. For my state of Maine, the estimated penalty is $853,194 in FY95, increasing to $1.7 million in FY96.

It is contrary to the principles of federalism for the federal government to thwart the efforts of states to rebuild their transportation infrastructure as a way of coercing the public to buckle up. In addition, it is flawed public policy, because poorly maintained roads are often quite hazardous to the motoring public.

Section 153 is eroding the very freedom and liberties on which this country was founded: the principle of individual freedom

Like you and other members of the committee, I have always strived to protect the interests of our communities by allowing them and individual states to make the important decisions on how their affairs should be run. I believe that each state and each community should be allowed to make their own policy decisions. This is consistent with the principles of federalism, as envisioned by our Founding Fathers.

Section 153, in my view, is eroding the very freedom and liberties on which this country was founded: the principle of individual freedom. Through such provisions as Section 153, we are slowly but surely stripping those freedoms and liberties away. The questions that beg to be asked are these: Where do we draw the line? And how far is Congress willing to go in the debate over individual freedoms? In a hearing last year before this Subcommittee, the National Conference of State Legislators expressed a very clear and solid view that the mandatory helmet and seat belt law provision was one of the most infringing provisions on the rights of individual states included in ISTEA.

I think they're absolutely right. And so do 118 other Members of congress—Republicans and Democrats alike—who have cosponsored my legislation to protect the rights of states and individuals.

There is no doubt that we must do everything we can to make our roads safer, to reduce the number of fatalities and severe injuries that occur on our nation's highways. I do think, however, that there are better ways for us to achieve these goals, without resorting to imposing penalties on our financially-burdened states. I'm willing to work with the subcommittee to craft an alternative program to the penalty provisions of Section 153 that will be eliminated by the enactment of my bill. One such alternative is to provide grants for states that meet standard goals for the reduction of fatalities and serious injuries. This way, the federal government would respect the prerogative of states to determine their own ways to increase highway safety.

My legislation, H.R. 799, restores the ability and option of states to use federal transportation dollars as they see fit. I believe the upcoming National Highway System legislation is the appropriate vehicle for H.R. 799, because the National Highway system program is one of the three penalized transportation funds, as stipulated in Section 153 of ISTEA. I urge you to support this legislation and make it part of the National Highway System bill.

I look forward to working with you and other colleagues during the upcoming months as we consider legislative proposals to improve our nation's transportation policies.

—NCOM

THE GREAT FLORIDA . . .

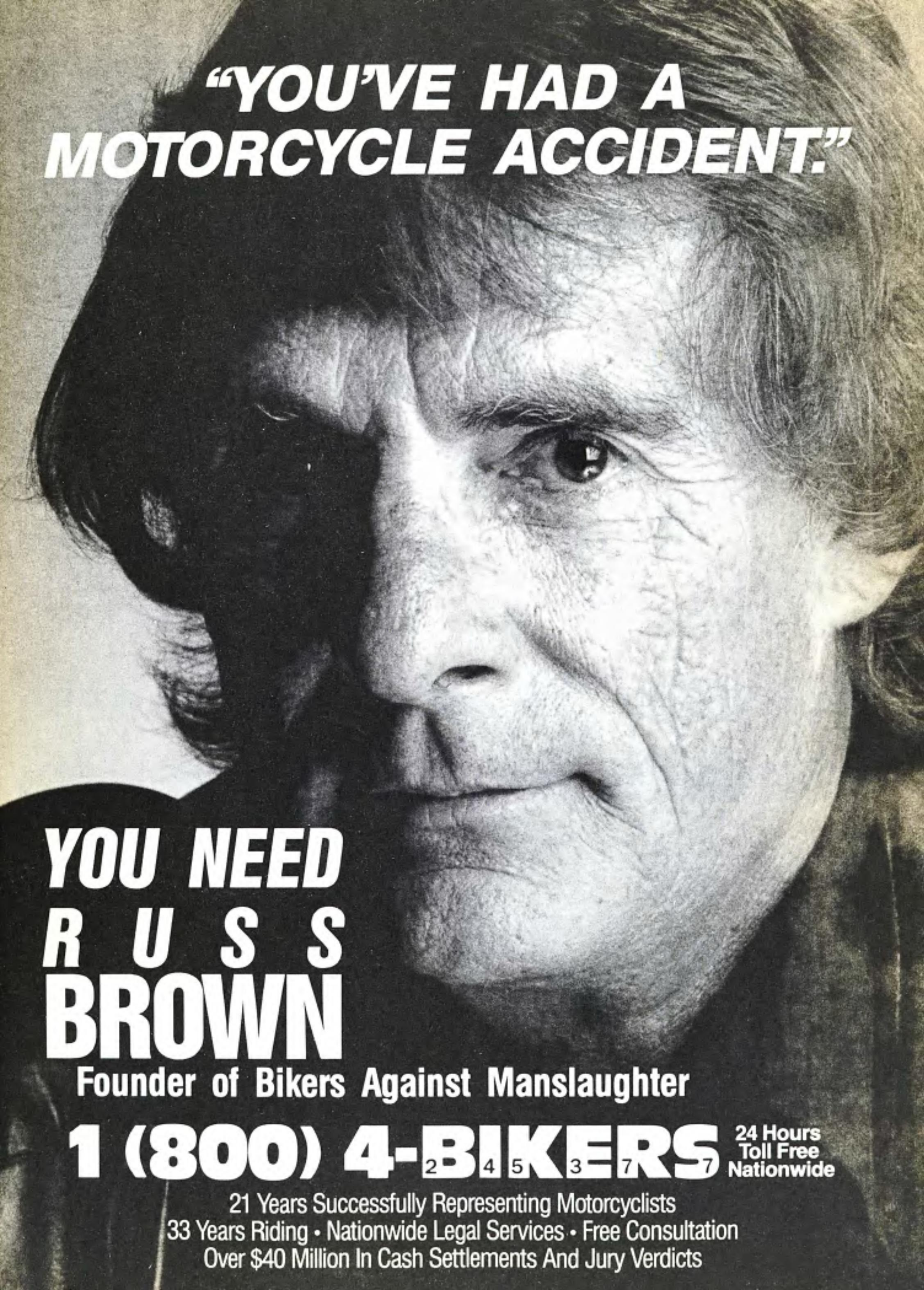
Wrecking Ball Caper

Recently in Florida, the Department of Transportation (DOT) hired an ad agency to come up with a new "public service" TV commercial to promote the use of motorcycle helmets and seat belts, both of which are currently mandated by the states. The motorcycle spot features a guy named Ed who sets up the scene by saying, "Lots of people come up with stupid excuses not to wear a helmet. One of them being messing up your hair."

He then goes on to explain that wearing a helmet won't mess up your hair. To illustrate this point, Ed puts a rabbit (hare) inside a full face helmet. A crane then drops what appears to be a solid steel wrecking ball on the helmet, bouncing off naturally, and the "hare" is removed unscathed. "See," Ed tells the viewers, "having a helmet on won't mess up your hair!"

Christopher Caglioti, a Florida ABATE, Gator Alley Chapter member, notified the agency and the DOT. He explained to them that they were giving a false impression of "invincibility" while wearing a helmet. He also offered to provide them with impact results that would conclusively show what would happen to a helmet if it were struck with a real wrecking ball. Needless to say, the ad was pulled off the air immediately.

—Twiggy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CONSTITUTION STATE

One Down, But Two To Go

The Connecticut Motorcycle Riders Association (CMRA) is proud to announce that it has has beaten the initial threat of a mandatory helmet law. On February 14, 1994, Senator Bill Nickerson, formally withdrew his proposal before the Transportation committee to raise a mandatory helmet law bill for a public hearing. This was a major victory for Connecticut bikers and was the result of an intense lobbying effort during the week preceding the committee meeting. Senator Nickerson's focus with this proposal was entirely on the rapidly approaching diversion of federal highway funds under the 1991 ISTEA provisions as opposed to the traditional arguments built around the issues of safety and medical cost.

On October 1, 1994, Connecticut will be required to shift the spending of 1.5% of federal highway construction funds into highway safety programs because it didn't have a universal helmet law in effect as of October 1, 1993. In each of the two years thereafter, 3% of the monies will be required to be reallocated. Over a three-year period, the total monies shifted from construction to safety spending will be approximately $12 million. This was the point which Senator Nickerson felt would lead him to a speedy victory, where other helmet advocates failed. But Connecticut riders managed to beat Nickerson's proposal by making a strong argument that the Senator's concerns were addressed at the public hearing just last year (a fact the Senator would have known had he bothered to show up). They appealed to the committee's sense of fair play in pointing out that absolutely nothing new had developed since the last public hearing in '93. And they made a strong case for spending the redirected monies in a meaningful and efficient way. Perhaps most importantly, Connecticut bikers demonstrated, through concise and educated arguments, that they understood how the federal sanction would work, what it really entailed, and how to make the sanctions work for Connecticut; thereby negating the fear element contained in Nickerson's proposal.

The withdrawal of Senator Nickerson's bill was a major victory for Connecticut bikers

While the helmet law was withdrawn, the committee did raise two bills dealing with motorcycles, both of which could turn out to be amended later in the legislative process to include a mandatory helmet requirement. One bill deals with doubling the motorcyclists' share of funding for the safety program from $4 bi-annually to $8 bi-annually. The second bill deals with preventing unlicensed motorcycle operation. The CMRA supports both of these bills and has submitted model language to the committee for the unlicensed rider bill. The main concern remains possible attempts at amending either of these bills into helmet bills.

The withdrawal of Nickerson's bill was a major victory for Connecticut bikers, though they still have to sweat out these other two bills. Once again, Connecticut bikers have to thank State Representative Vincent Chase for his extraordinary efforts in helping make this a reality. Chase has led bikers' rights efforts from the inside for the last eight years and without his help Connecticut bikers would probably be wearing helmets right now.

Stay tuned. —CMRA

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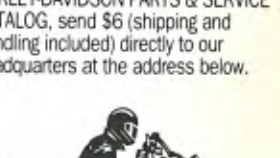

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BEAST OF THE EAST

Major MROs And MCs Meet In New England

February 18-20, 1994, in Sturbridge, Massachusetts, some 160 politically active motorcyclists from New England came together at the Sturbridge Host Hotel for three days of information, education, and the exchange of ideas. The "Second Annual Beast of the East" was co-hosted by the Modified Motorcycle Association (MMA) of Massachusetts and the Motorcycle Riders' Foundation (MRF).

In addition to the MMA, other MROs included United Bikers of Maine, Jersey ABATE, New Hampshire Motorcycle Rights Organization, Rhode Island Motorcycle Association, and ABATE of New York.

Local MC's in the area attending were The Fifth Chapter MC, Shades of Grey MC, Long Riders MC and H.O.G. Chapter members. Attending from the MRF were: President Paul Vestal, Vice President Mark Buckner, Vice President of Government Relations Wayne Curtin, and Board Members Penny Walker and Bill Turkus.

From noon Friday to noon Sunday, the weekend was filled with seminars and workshops on everything from "How To Put On A Successful Event," to "How To Deal With Your Elected Officials." A more social aspect of the weekend was the Saturday night MMA Annual Awards Banquet, at which members were recognized for their volunteer efforts in the advancement of bikers' rights and issues. "Most Valuable Member" award went to truck driver John Galvin of Palmer, Massachusetts, for his success in lobbying his Teamsters Local to reverse their policy of denying health care insurance to member motorcyclists and their families.

This year the prestigious "Positive Image In Motorcycling Award" went to Dan Kennedy of Whitehorse Press, Charlestown, Mass., in recognition of his company's quality line of motorcycling books and videos, and his personal commitment to the MMA and issues of rider education in safety and freedom of choice.

In other positive East Coast MMA news, a federal court action affirmed the First Amendment rights of motorcyclists. A "Consent Order Of Judgment" was issued on January 11, 1994, by the U.S. District Court, in the District of Massachusetts that invalidates the "No Colors" policy of Harley Rendezvous Classic Inc., at its public events held in the Commonwealth.

In Justice A. David Mazzone's order in Civil Action No. 93-10110-MA *The Modified Motorcycle Association of Massachusetts, Inc.* v. *Harley Rendezvous Classic, Inc.*, Mazzone wrote: "The sponsor (HDCI) will refrain from using or enforcing a no-colors ban at its events in this state for the purpose of excluding or removing any patron. Colors are those patches, insignias and/or emblems worn by motorcyclists to signify affiliation with safety and political action groups such as the American Motorcycle Association or Motorcycle Riders Foundation, motorcycle manufacturer riding clubs such as the Harley Owners Group, or social clubs such the Vietnam Vets MC, Women on Wheels MC, or the Blue Knights MC.

William E. Gannon, MMA chairperson, said, "We're highly gratified by the verdict. It verifies both the letter and spirit of the Constitution for all citizens, and sends a clear message to businesses that Massachusetts motorcyclists will not tolerate discrimination from any group, let alone one that profits from and purports to be part of the motorcycling community."

The lawyers representing the MMA in this matter were Leland Munroe and Matthew Cobb.

In closing, it should be noted that the HRCI is in more hot water. It's now facing trademark infringement charges in a New York federal court in a suit brought on by Harley-Davidson, Inc. of Milwaukee.

—Kate Waters, MMA

Bike Shop Owners

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SHORT STROKES

Mistakes, I've Made A Few

First off, a couple of issue ago my brother Snake conned me into writing a Parts Box item on the finest skull pushrod covers on the market. I confess, I wrote it and blew the name of the company, V&N instead of the correct title V&B; then, to top it off, I left off the phone number: (305) 741-4705. Call 'em, before I fuck it up again....**I get wound up when this industry divides against itself.** It's like making Yugoslavia free, only to have the people go immediately into civil war—what the hell. We have always had one adversary, the establishment which continues to strive to outlaw us. Our ally has always been our faith in American motorcycles. Now, riders want to divide the ranks between owners of new bikes and old, electric start or kick, for the factory or against. Well here's something the factory is doing to keep the faith for all of us. They recently announced a donation of $100,000 to the National Motorcycle Safety Fund—the largest-ever contribution in the Fund's 14-year history. Money contributed to the National Motorcycle Safety Fund is used to support the programs of the Motorcycle Safety Foundation (MSF). The MSF is behind the safety programs that keep helmet laws off our backs and save lives....**Remember Dick Floyd**, the assemblyman responsible for California's helmet law? The next year, the riders of his district worked on the election and ousted him. This year, he threatened to run again, but couldn't handle the heat and backed out....**Jacobson & Hupy, S.C., personal injury attorneys** in Wisconsin are major supporters of ABATE of Wisconsin (but aren't on the board). They recently established a courtesy card system. The card has accident advice on the back, along with their phone number, so you can call their office whenever you or someone you know has a legal question or problem. The advice is free, whether it involves personal injury or not. Call: (800) 800-5678....**The Indian controversy rages on**, and we've generally avoided the mud slinging. Who do you trust? But here's some recent news: According to a consent decree, American Indian Motorcycle Co., Inc., is the sole and true owner of all trademark rights and associated goodwill on or in connection with motorcycles, motorcycle parts, motorcycle accessories and goods of any type including coin banks, model or toy vehicles, or collectibles in the shape of vehicles, trucks, motorcycles, or airplanes using in whole or part the word Indian in any one of a number of logo forms. So, who the hell is the American Indian Motorcycle Co. Inc. anyway?...**There's a bro in prison trying to organize a ride** to benefit abused kids. His name is Ben LeVey E-17054, 3B02-131L, P.O.Box 3466, Corcoran, CA 93212-8310....**Residents of Southampton, N.Y., complained** about motorcycle racing at the nearby Bridgehampton race circuit on Long Island. The track was ordered to comply with strict noise regulations. Still the complaints came. Six were called in when the track held its annual Soap Box Derby, one from Manhattan, 80 miles away. No engines in Soap Box Derby cars....I gotta go for a ride to clear my head.

—Bandit

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Tijeras, NM 87059

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ABATE Of New York
State Office
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(716) 326-4153

ABATE of New York
Dutchess County Chapter
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Wappingers Falls, NY 12590
(914) 297-2057

ABATE Of New York
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Trumansburg, NY 14886

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Concerned Bikers Assn. of N.C.
P.O. Box 28082
Raleigh, NC 27611

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Columbus, OH 43204
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(614) 279-4634 (outside Ohio)

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P.O. Box 705
Painesville, OH 44077-0705
(800) 582-5577

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OKC Chapter
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Oklahoma City, OK 73143
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ABATE of Oklahoma
Cherokee Strip Chapter
P.O. Box 124
Ponca City, OK 74601

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ABATE of Oregon
P.O. Box 4504
Portland, OR 97208
(503) 762-0161

Assn. for Motorcyclists of Oregon
P.O. Box 1298
Albany, OR 97312

Political Action Committee of Oregon
Box 5612
Salem, OR 97304
(503)363-7514

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ABATE of Pennsylvania
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P.O. Box 15226
Harrisburg, PA 17105
(717) 234-3777

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Rhode Island Motorcycle Association
Box 10446
Cranston, RI 02910

ABATE of Rhode Island
Box 7868
Warwick, RI 02887

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Leather & Lace
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Pickens, SC 29671

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ABATE of South Dakota
P.O. Box 742
Sturgis, SD 57785

ABATE of South Dakota
Sioux Falls Chapter
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Sioux Falls, SD 57710
(605) 335-8772

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Nashville, TN 37214
(615) 883-5024

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Texas ABATE Confederation
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(409) 849-0258

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Roy, UT 84067
(801)773-5134

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ABATE of Virginia
Old Dominion Chapter
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Vienna, VA 22181
(703) 255-2103

ABATE of Virginia
Mason Dixon Chapter
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Motorcycle Safety Association Of Washington
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Omak, WA 98841
(509)826-5068

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Seattle, WA 98168

ABATE of Washington
Skagitt Valley Chapter
P.O. Box 2101
Mt. Vernon, WA 98257

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Concerned Bikers Of West Virginia
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Morgantown, WV 26505

ABATE Of West Virginia
State Office
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Princeton, WV 24740
(304) 425-0769

ABATE of West Virginia
Mountain State Chapter
269 Berkeley Station Rd.
Martinsburg, WV 25401

WISCONSIN

ABATE Of Wisconsin
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Black River Falls, WI 54615
(715)284-7415

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Mills, WY 82644

ABATE of Wyoming
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Cheyenne, WY 82001
(307)577-5638

ABATE of NE Wyoming
P.O. Box 3676
Gillette, WY 82717
(307) 686-1824

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B.C. Coalition of Motorcyclists
#202, 14888 104th Ave.
Surrey, B.C., V3R 1M1
(604) 582-0165

Bikers' Rights Org. of Nova Scotia
18 Russell St.
Dartmouth, Nova Scotia, (902) 897-9968

ABATE of Ontario
P.O. Box 63, Station "D"
Scarborough, Ontario, M1R 4Y7

Bikers' Rights Organization of Quebec
P.O. Box 426
Lachine, Quebec, H8S 4C2

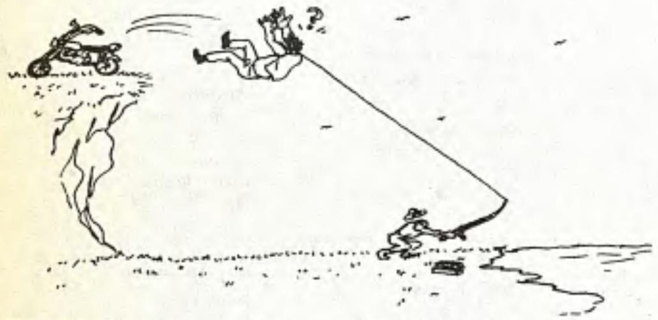
Organization of Responsible Bikers, Nova Scotia
136 Guest Dr. Box 2-1
Truro, N.S. B2N 6N9, (902) 893-3481

PASSIN' GAS

Rippin' Off Some Good Ones

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, Box 3000, Agoura Hills, CA 91376-3000.

"... an' then Little Miss Muffet stomped the crap outta the spider."



The talent agent was trying to sell the topless nightclub owner on a new act. "Her measurements are 78DD-24-36!" he claimed enthusiastically.

"Okay, but what kinda act does she do?" the nightclub owner wanted to know.

The agent hesitated. "Uh, actually, she doesn't dance or sing at all—she just crawls out on stage and tries to stand up."

Sprockethead
Scimitar, Calif.

Mad Mike's ol' lady stepped up to the counter at the sporting goods store and said, "I'd like to buy a 12-gauge shotgun for my husband."

"Of course," said the salesman. "Does he prefer any particular model?"

"No preference at all," said the hardbelly. "The cheatin' bastard doesn't even know I'm gonna shoot his ass."

Big John
On Top

Ladies, what's the difference between yer ol' man and a 1936 Knucklehead?

It's possible to restore a 1936 Knucklehead.

Snyder
On the Farm

What's the difference between Miss Piggy's doorstop and California's ex-assemblyman Richard Floyd?

Miss Piggy's doorstop is a pig brick . . .

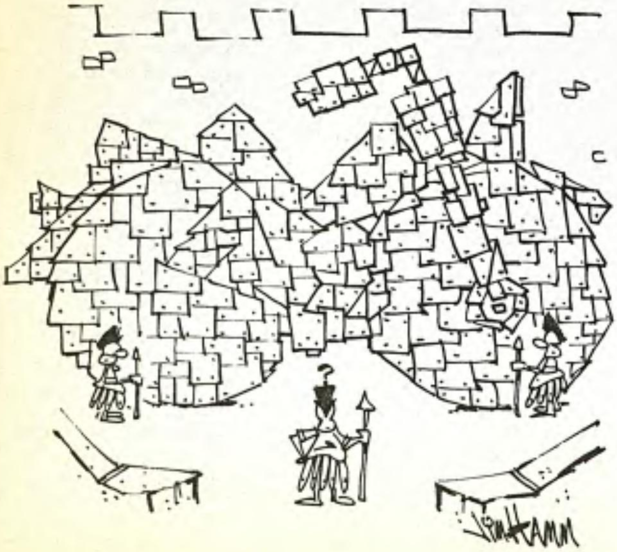
Brasso
Hot Tubbin

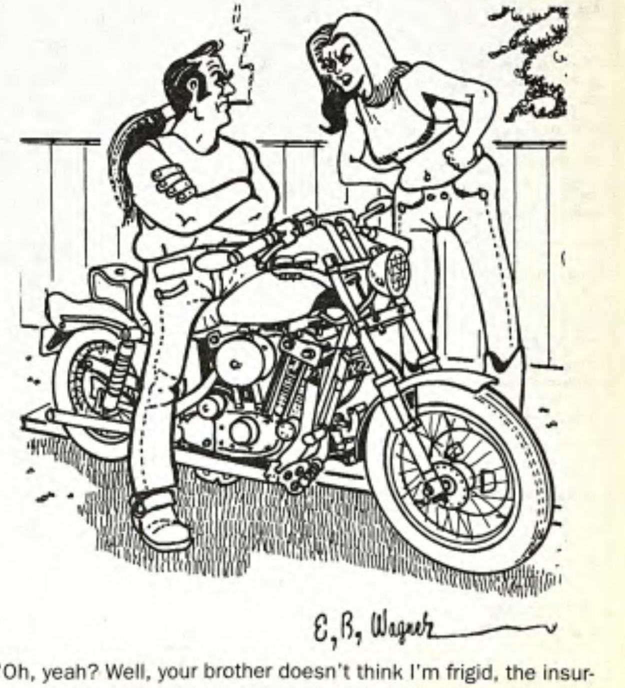
Virge's house burned to the ground, so he called up his insurance company and told them, "Send me a check for the market value of my house."

"Sorry, but that's not the way it works," said the company representative over the phone. "Your policy is a replacement policy, so we'll be rebuilding the house exactly as it was."

"In that case," said Virge after a moment, "I want ya to cancel the policy yer carryin' on my wife."

The Midget
Stayin' Strong





"Oh, yeah? Well, your brother doesn't think I'm frigid, the insurance man doesn't think I'm frigid, the TV repairman doesn't think I'm frigid, the pool guy . . ."

Big Red's better half was makin' dinner when there came a loud knock at the door. She opened it, and the guy standin' there asked, "Hey, lady, ya got any pussy?"

"Get the hell outta here!" she yelled, slammin' the door in his face.

The next evening, the same dude returned, knockin' at the door and askin' the same question. Again she cussed him out and slammed the door in his face.

When Big Red came home that night, she told him about the jerk. "If he comes back tomorrow, I'll kick his fuckin' ass!" Big Red raged. "Tell ya what, next time he asks ya that, jist play along and say yes."

Sure as hell, the following night there was another knock at the door, and Big Red hid behind the door with a crowbar and signalled to his ol' lady.

She opened the door, and there was the guy, who asked again, "Hey, lady, ya got any pussy?"

"I sure do," she answered.

"Well, then, how 'bout givin' yer ol' man some," he bellowed, "so he'll leave my ol' lady's alone?"

Risky
Takin' Chances

During an overseas tour, Pogo decided to kill a little time by drinking and playing poker with three wealthy Chinese. Since he spoke no Chinese himself, and they spoke no English, he hired an interpreter to sit in.

The game went quietly for a while, but in due course Pogo was dealt a four-card possible flush, and he bet a hundred dollars. At this, the Chinese next to him exclaimed, "*Ah-moy!*" which, the interpreter explained, meant he was raising a hundred.

The next Chinese announced, "*Ah-kee!*" The interpreter translated: "He's raising the bet two hundred more."

"*Ah-ching!*" said the third Chinese, raising the stakes another five hundred. In spite of the competition, Pogo decided to stay with the pot, and he drew his one card. When he looked down at his card and saw that he'd missed filling his flush, he cried, "Aw, shit!"—and all three Chinese hastily threw in their hands.

"Nice going, mister!" exclaimed the interpreter, slapping Pogo on the back. "Your million-dollar bluff won the pot!"

Fox
The Hole

"Wait a minute—this guy was only here to visit his sick uncle!"

What goes *clippity-clop, clippity-clop, BANG!-BANG!, clippity-clop, clippity-clop*?

An Amish drive-by shooting.

Smokin' Joe
California City, Calif.

Whaddaya call four blondes at a four-way-stop intersection?

Eternity.

Easy Walker's daughter
Somewhere, USA

"The Army's new policy is 'don't ask, don't tell,' so if any of you meatheads is gay, I don't wanna know about it!"

"Sorry."

NEWS

BROS CLUB

THERE'S ONLY ONE DAYTONA

And There's Only One Bros Club

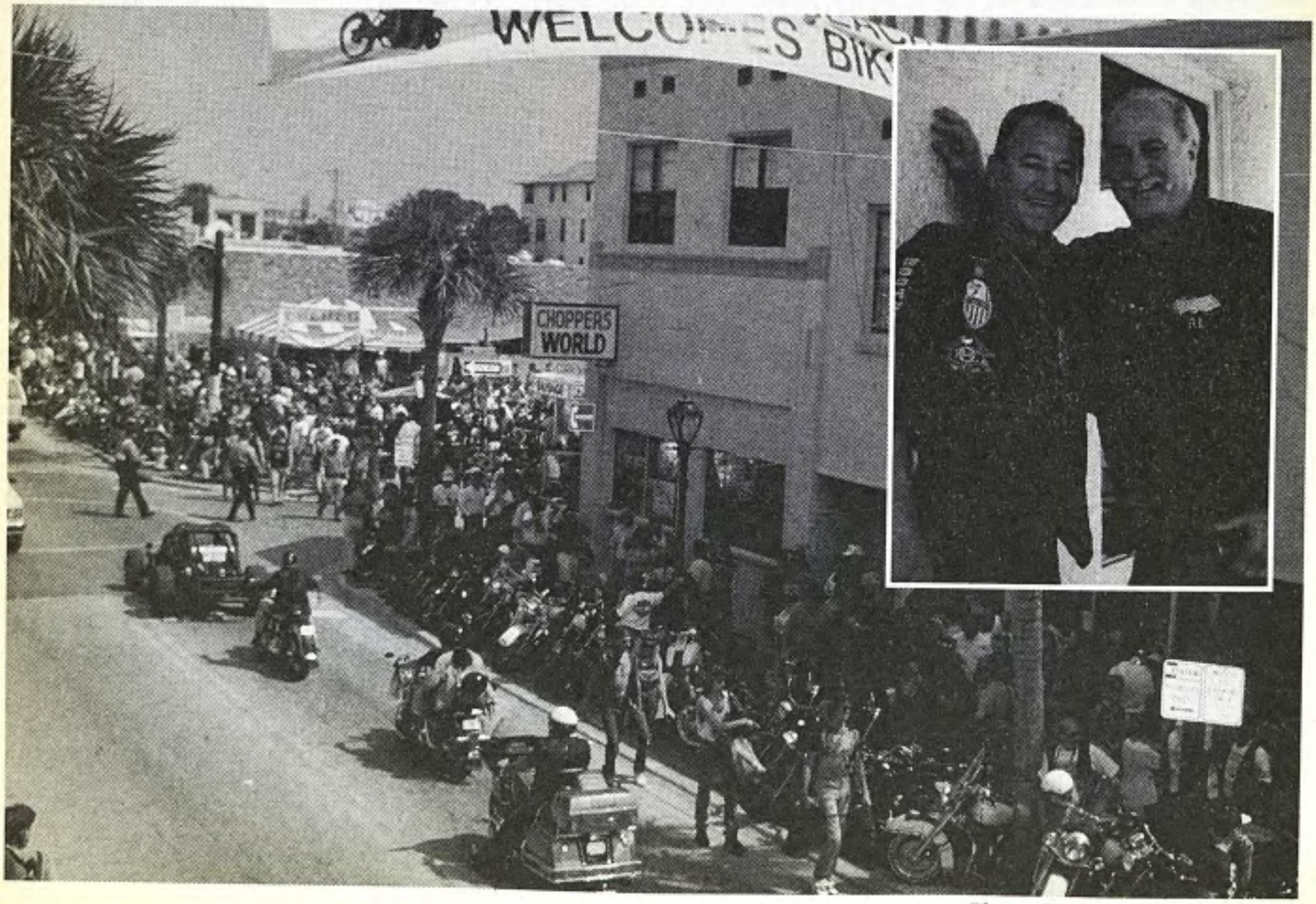
For years, I have been hearing people talk about havin' a bike event that is the "New Daytona." They will often brag that their new rally, "Makes Daytona look small." but it's bullshit, no one can say, "We had a million bikes show up, never had as much as one accident, and we have riders from 79 countries as well as from every state in the union." The fact is, there is only *one* Daytona Bike Week. No words can describe this incredible event.

I arrived from Vallejo, California, where we held one of our *Easyriders* Bike and Tattoo Shows. I missed the first four days but splashed down on the 7th. From the 7th until the 14th, it was nonstop.

I decided to hit the ocean and took a five-mile ride on the beach, enjoying the fantastic scenery. While diggin' the putt, I ran into my first Bros Club member at the event, Action Jack and his beautiful ol' lady. I nicknamed Jack "Action Jack" because he got at least 10 different women to pose with their tops off for photos. That's what I call a man of action.

If you haven't checked out Main Street, you haven't seen Daytona Bike Week. You can observe the fine fauna and more raw iron than Pittsburgh steel on Main Street for hours on end and never get enough. The Bros Club had a great lounge located on the upper floor of the *Easyriders* Store on Main Street. Bros Club members and their guests were able to come upstairs, kick off their boots, have a cold whatever, enjoy the camaraderie of other scooter folks, and check out the Main Street madness from our balcony.

From our Bros Club hospitality suite, I was able to meet bros from all over the land. Some had quite interesting stories. David Nelson from Nova Scotia, Canada, came all the way to Daytona with his wife, Brenda. David tells me that their trip was incredible. They checked out all the places in Florida that Rip suggests in "Ridin' With Rip," sayin' that the bars were really somethin'. The last thing Dave said to me as he left was, "I'll definitely see you next year, Al."



Photos: Kim Peterson, Dave Witbrow

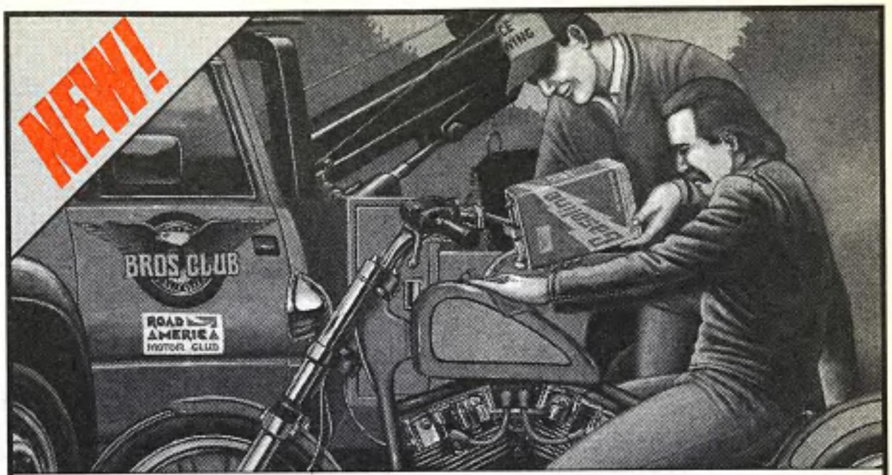
I met two interesting Bros Club members in Al Bulling's Last Resort by the names of Max and Wilhelm from Blitzkreig Phantom Pads out of Southern California. Both agreed there is nothin' like Daytona. Max told me that he is so impressed with the Bros Club that he wants to offer a 10 percent discount to all his fellow bros. Max and Wilhelm are co-sponsors of the *Easyriders* Rodeo Tour and can be seen exhibiting at most of the rodeos, so make sure to bring your Bros Club card.

Thursday morning, I took some members out to the advanced Star Consumer show and talked to John Preston, owner of Bushtec Trailers. I also spent some time with my best bro, Ron Fischer, of Cycle Comm., and talked to Boyce and Phyllis Williams of Accessories Unlimited, who complained that they didn't bring enough goods.

In the evening I grabbed another group of bros and went to the AMI American Motorcyclist Institute (AMI). No article about Bike Week would be complete without raving about Lamar Williams' AMI party. I pulled up to some sort of country club. Once inside, my eyes opened up like saucers. Surrounding me, was one of the largest pools I'd ever seen, and everything was themed as an authentic re-creation of the film "Jurassic Park." The buffet revealed at least 75 of the tastiest foods imaginable (including dinosaur eggs). It was a swell time, except for tryin' to get the dino shit off of my boots.

If any of you bros weren't able to make it up to the Bros lounge, be sure and check us out next year. Stop up and bring a buddy. By the way, a special thanks to Leslie Williams and Gary Martin from *Easyriders* of Columbus, Ohio. The three of us solved many of the world's problems while doin' our laundry.

Yep, I can honestly say there is only one Daytona Bike Week. Accept no substitutions. Till next time—watch out for the other guy. —Al



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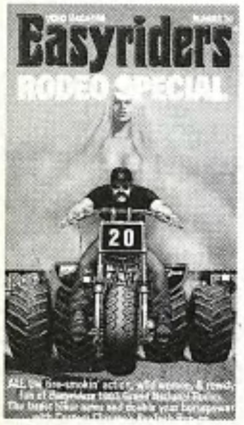
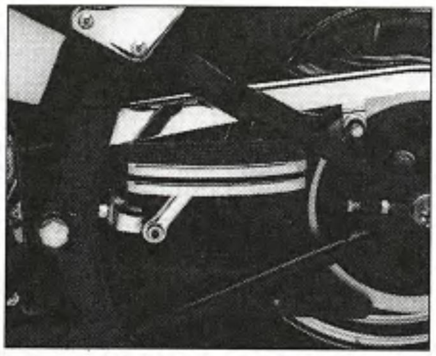


Video 20

Our videos are coming alive, even though the crew won't let me in front of the camera. This one highlights the *Easyriders* Rodeo finale—all the dirt-churnin' action. Also: three babes wash a bros bike in sultry fantasy fashion; we doubled the horsepower on an Evo with RevTech components; and you'll be sure to bust a gut watchin' our helmet tests. Get one quick by calling (800) 323-3484.

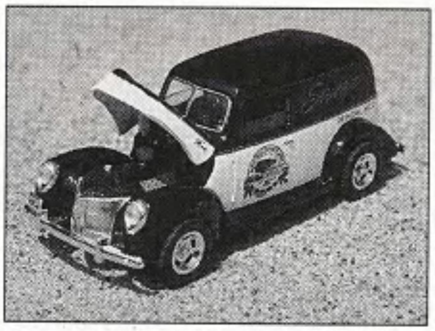
Magnetic Tank Bag

This 12-liter, 13-inch, expandable magnetic tank bag is made of heavy-duty nylon and features a fully-lined compartment, quick access zipper, large, clear-view map pocket, carrying handle, and safety tether strap. The main storage area expands by unzipping one zipper, and the magnets are positioned in a pattern that enables it to be used on almost any bike model. Comes in black only. For info: Tour Master Riding Gear, Dept. ER, 2360 Townsgate Rd., Westlake Village, CA 91361, (805) 373-6868.



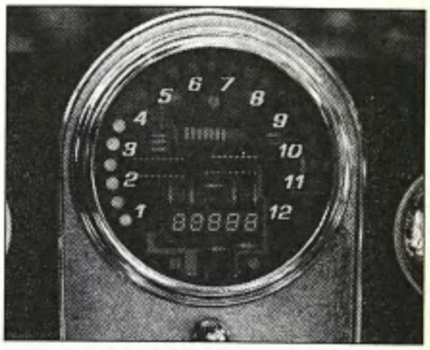
Passenger Mini-Floorboards

Two different versions are available, one features vibration-absorbing, dampers built in under the pads. They bolt directly to the passenger footpeg mounting points on Softail models. Both boards are fully adjustable with ⅞-inch of fore-to-aft movement and can be rotated in a 360-degree arc. They fit FXST, FXSTC, FXSTS, and FLST models from 1984 to present, and FLSTC models from late 1987 through 1989. For more info contact the masterminds at CCI: (408) 778-0500.



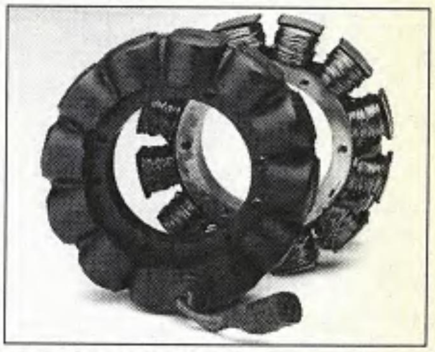
Sturgis Collectible

Here it is: the official, sanctioned, blessed and certified collectible 1940 Ford panel delivery truck, with a detailed, flathead V-8 under the hood. Only 5,200 of these units are being made and officially licensed by M.B. & Strings, Inc. The box has a dedication to Pappy Hoel and the City of Sturgis. Check the Armory, next to the Drag Specialties booth on Main Street, when you're in Sturgis.



Electronic Speedo

Twenty-three lights circle the face and glow a bright yellow as the tach LED digital bar glows from green to red at 6000. Miles click away on the yellow LED readout of the odometer. The Terminator electronic, digital speedo follows the lines of the old-style look. Speedometer and dash also available from Xzotic Cycle Products: Dept. ER, P.O. Box 532022, Grand Prairie, TX or call (214) 264-6986.



Accel Lectric Stators

Made in the U.S. of A from the finest components available, these stators are backed by a lifetime replacement warranty on all eight part numbers which cover all Harley-Davidson Big Twins from 1970 to the present. For more info contact Mr. Gasket Company, Accel Motorcycle Products, 8700 Brookpark Road, Cleveland, OH 44129 or call (216) 398-8300.

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THE RISE OF FUEL INJECTION

In the new world of increased fuel economy, velocity, and power, fuel injection is knocking at our garage doors; drag bike racers have been experimenting with it for years. Last year Accel introduced their unit for Harleys and it worked well. This year, the unit to check out is a solid state, all-in-one piece system from Whitek. Next year H-D is scheduled to introduce their first OEM injection system on a touring model.

We installed the complete Whitek system on a 1992 Dyna Glide in less than three hours (photo 1). The system consists of the throttle body, the handlebar control panel, hoses, and a 5-wire loom to connect the electronic module (mounted on the inside of the air cleaner to the existing Dyna electrical system). We chose to use a Ramjet intake manifold and replace the stock petcock with a high-flow pingle. The kit also provides a choice of two venturi sizes: 42mm or 46mm.

The Ramjet intake manifold afforded us the most solid mounted throttle body, which enhanced the stability of the wiring. Each wire was carefully soldered and shrink-wrapped to prevent any possible disconnection or short. The electronics are voltage-sensitive and the slightest interruption in current can disable the system. This particular unit was installed by Marty Ruthman of Hi-Tech Custom Cycles in Van Nuys, California. For technical support, the designer, Bob White at Whitek, was readily available.

We disassembled the stock intake manifold and carburetor. The Whitek unit requires a flange type of intake manifold, so the solid Ramjet unit was installed only after tremendous care went into checking the fit (photo 2).

The new throttle body was then bolted in place and the wires were connected per the instructions (photo 3). Coil(s) can be wired in either the single-fire or dual-fire mode.

A high-flow Pingle petcock was installed, because a fuel pump attached to the right side of the throttle body maintains a high constant pressure. Electronics control the pulses of fuel being time-injected into the intake manifold (photo 4). The remaining fuel is pumped back into the tank to cool. Neither the Accel nor the

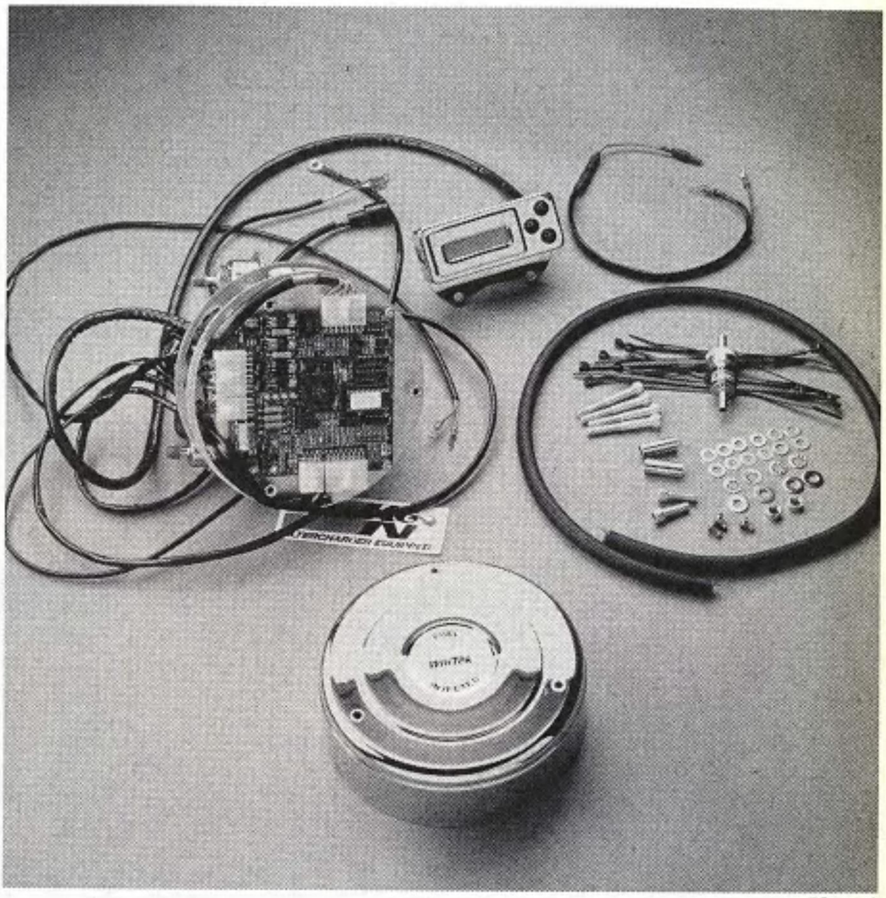


Photo 1

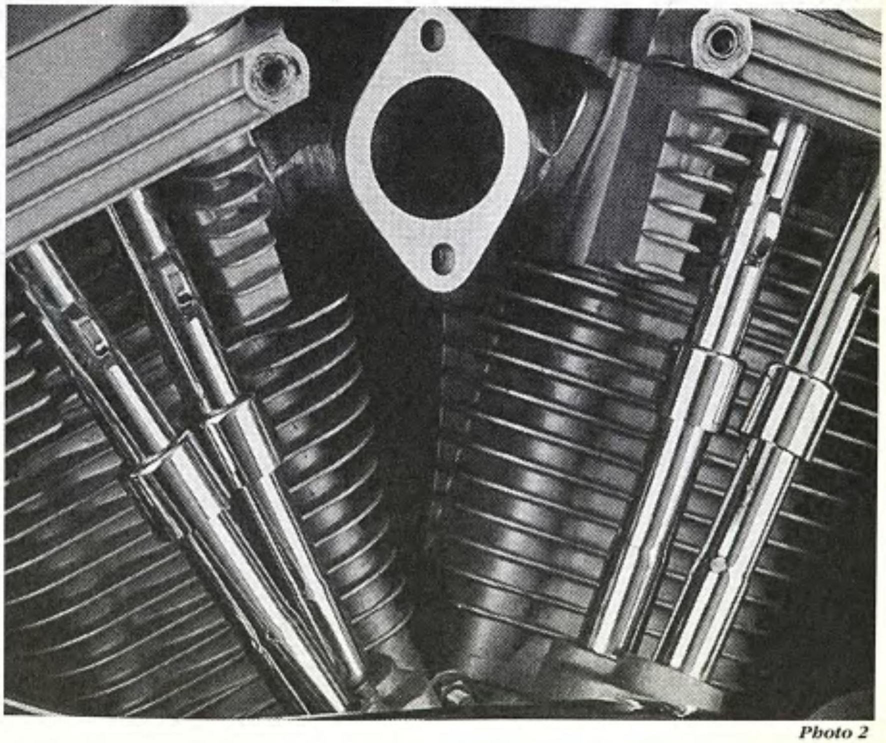
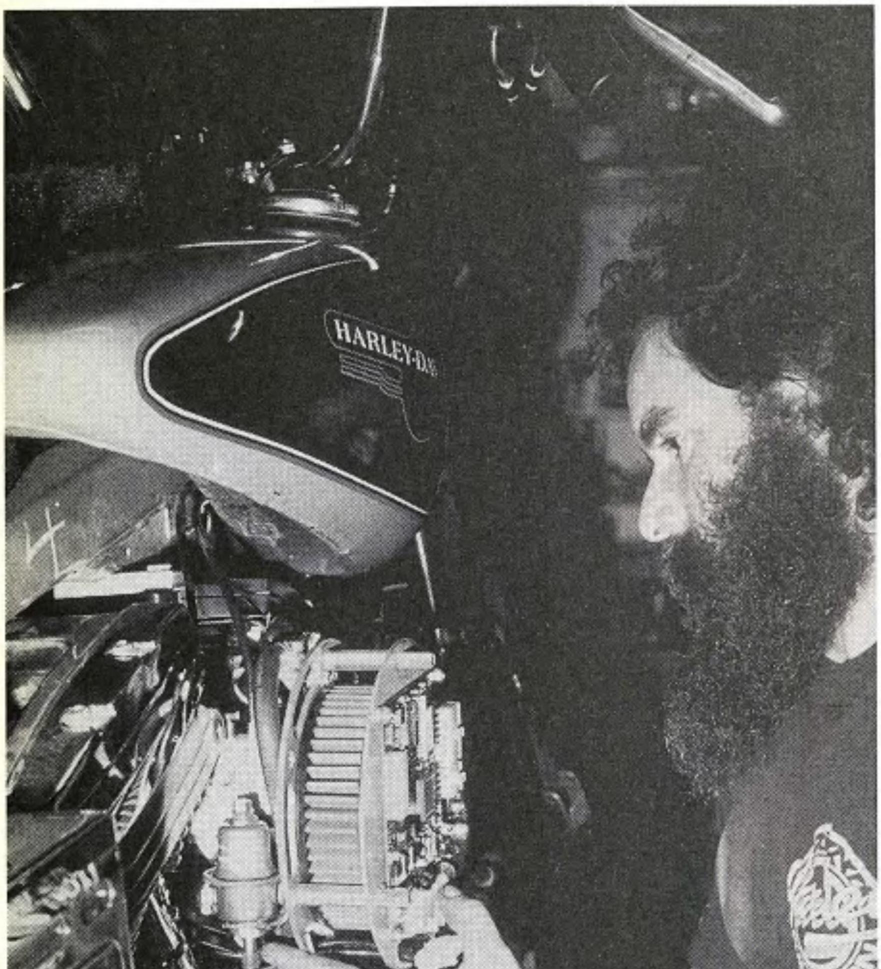


Photo 2

A New Age Is Coming



Photos: Marcus Cuff ***Photo 3***

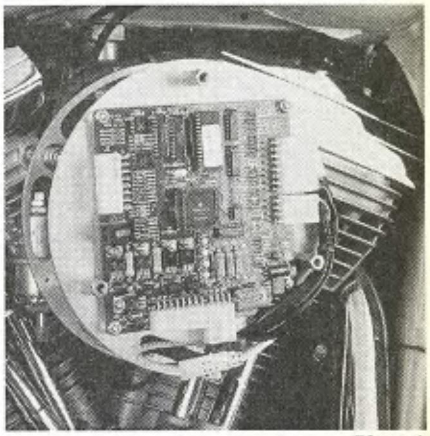


Photo 4

Photo 5

Whitek unit monitors exhaust, but both have thermocouples. The control panel is mounted on the handlebars and can adjust the ignition timing, the fuel system delivery (amount, duration), and the "choke" duration and intensity (photo 5).

The major difference between the Whitek system and the Accel unit is the rider's ability to adjust every aspect of the system while rolling down the road. For the tinkerer who goes beyond the realm of his motorcycle's performance curve, pressing one button erases all the mistakes and pulls the bike back into a preset performance formula.

Some minor items to watch out for: You may need longer throttle cables (any non-CV dual cables should work). Some trimming of the air cleaner and backing plate may be necessary for tank clearance, especially on rubber-mounted motors.

The overall benefit of fuel injection is its efficiency. Blasting the fuel into →

the manifold on a timed system is economical and enhances the performance tremendously. Note the diagram. Instead of fuel being sucked into the cylinders only when the valve is open and only through venturi velocity, fuel injection squirts the fuel into the manifold (or directly into the port with the Accel model) precisely when it's needed. No venturi effect is needed to speed delivery. The throat is wide open to the intake valve and the fuel spray duration, fan design, and amount are controlled for maximum performance. You'd be surprised what a difference injection makes in V-twin performance.

—Wrench

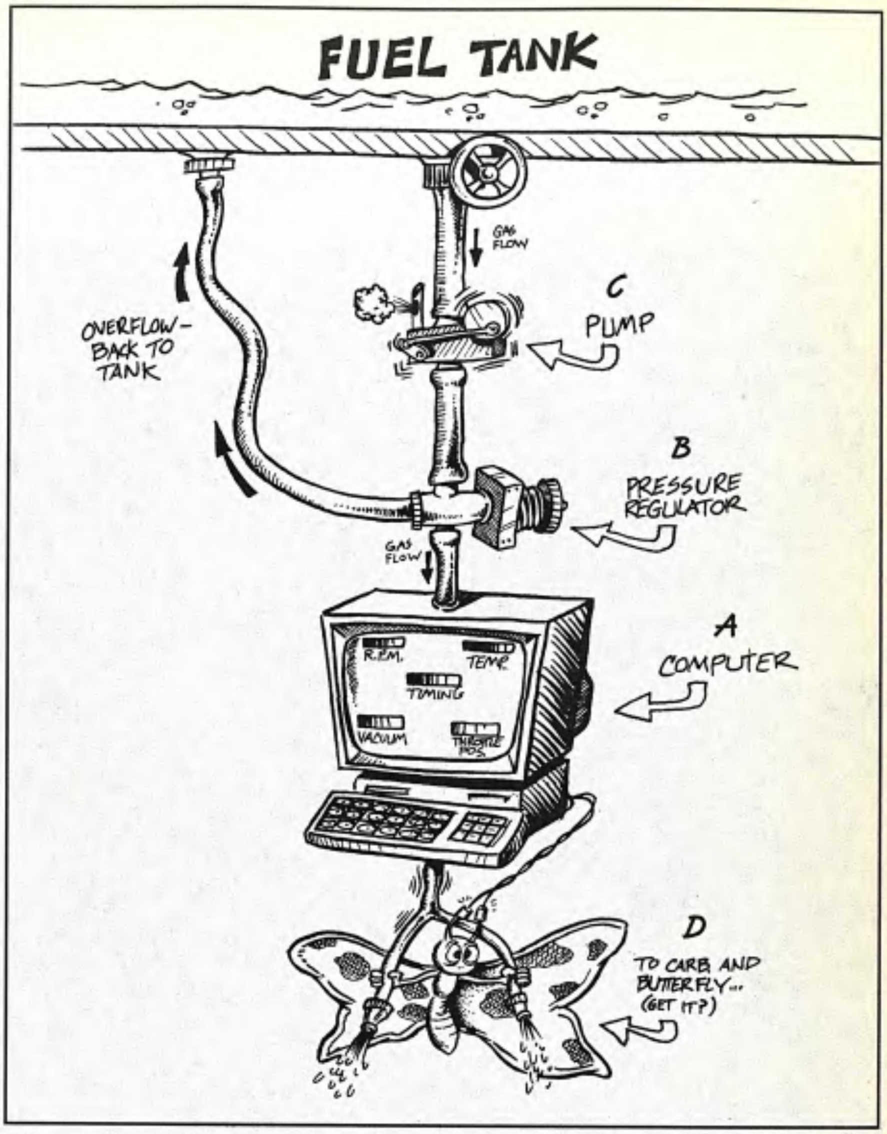
INJECTION THEORY

The ECU (Electronic Control Unit) reads crankshaft position (degrees) from the stock ignition pickup (A). This tells the ECU when to inject fuel. With another reading from the TPS (Throttle Position Sensor), it tells how much fuel to inject, and a reading from the MAP (Manifold Absolute Pressure) sensor blends the first two readings to give smooth throttle response. There are other things occurring at the same time to ensure optimum operation.

The ECU's thermocouple senses temperature, so it knows when to reduce the amount of cold start enrichment (choke). It also reads engine speed and controls it at idle—with the IAC (Idle Air Control))—and holds the idle speed up, while cold, in order to speed the warm up process. (The Whitek system does not use this.) The ECU also controls fuel and spark to help prevent overheating.

In addition, the ECU reads how fast the throttle (TPS) is opened and, depending on engine speed and temp, delivers an appropriate "accelerator pump shot." This "accelerator pump shot" does not deliver quite the same as a carb, but it's tailored to the demand of that instant and can vary with different demands, such as load and engine speed. This is where the injection unit saves fuel that a well-tuned carb can't. The carb has to supply an amount of fuel equal to the largest demand every time, even when a smaller amount would do. This is because it has no way of discerning the engine speed or load. Of course this "accelerator pump" is used on all carbs and injectors, except *true* Constant Velocity carbs. Constant Velocity refers to the air speed in the carb—not road speed.

The fuel pressure regulator would seem to be a simple piece, but it is not (B). It very precisely and instantly controls the fuel pressure from zero flow to maximum flow, and it corrects for altitude changes. It does all this without back loading the fuel pump to the point where it would "stall" and burn up.



The fuel pump (C) will pump over 50 pounds of pressure at "stall." But, if it's left running, it would overheat, cause a large vapor bubble to develop, then quickly weld itself. The pressure regulator by-passes excess fuel back to the tank; this fuel flow keeps the pump cool and alive.

The Idle Air Control air pump is very precise. It moves air around the butterfly to control the idle speed. It is not absolutely required to make the injection function, but it is nice, and it eliminates the need to constantly adjust idle speed manually. (Whitek Fuel Injection does not use one. Instead,it uses ECU to control other things and to allow the rider to fine tune for the best seat-of-the-pants feel.)

The injector nozzles themselves are another reason why electronic fuel injection is here to stay—their spray pattern is makes them uniquely efficient (D).

A carb just delivers a stream of fuel into the air flow and hopefully this air stream is turbulent enough to get the fuel spread sufficiently to provide a good burn in the cylinder. With injection, there are two cone-shaped sprays pushing fuel into the air stream, and they can be timed so that they end up in front of the spark plug when it sparks. This way, even lean burn conditions present no problem. And, with all aspects of the engine's power output under control, the operating smoothness is very deceptive on how much power is actually being produced.

—Dr. Rux

Special thanks to: Roger at X.R.V. Enterprises, Andrews Cams, Dyna Coils, and Bub Enterprises.

HOW BOB TRAINED AT HOME TO BE A MOTORCYCLE MECHANIC!
...and told his jerk boss to hit the road!
BOB, QUIT STANDING AROUND AND GET TO WORK!
DAMN! I'M SICK OF SHOVELING PAVEMENT FOR PEANUTS!
LOOK, BOB, YOUR ATTITUDE STINKS AND YOU DO LESS WORK THAN A LAME MULE! YOU'RE GONNA HAVE TO WORK OVERTIME TONIGHT!
I CAN'T! I'M GOING TO A HARLEY RODEO!
YOU EITHER WORK OR YOU'RE FIRED!
Later...
I'M SORRY I'M LATE MIKE, BUT I HAD TO WORK OVERTIME! I HATE MY JOB...NEVER ANY FREE TIME, NEVER ENOUGH MONEY, AND I'D RATHER RIDE ON PAVEMENT THAN SHOVEL IT!
PRRRR
DON'T BE A FOOL, MAN...GET ANOTHER JOB!
I'VE TRIED, I'VE TRIED! WORKING FOR THAT JERK IS AS MUCH FUN AS WEARING A HELMET, BUT I DON'T HAVE ANY FORMAL TRAINING THAT BOSSES LOOK FOR WHEN HIRING. WHO'S GOT THE MONEY AND THE TIME TO GO TO TECH SCHOOL?
TELL YOUR SOB STORY TO SOMEBODY ELSE! YOU DON'T SEE ME CRYING THE BLUES DO YA? THAT'S BECAUSE MY LOVE OF BIKES AND MY DESIRE TO BE A MOTORCYCLE MECHANIC DROVE ME TO GET THE TRAINING I NEEDED...
I SAW AN AD IN EASYRIDERS THAT SAID I COULD TRAIN AT HOME IN MY SPARE TIME TO BECOME A MOTORCYCLE MECHANIC THROUGH ICS!
Motorcycle Mechanic
SURE, I WAS SKEPTICAL AT FIRST, BUT WHEN THEIR FREE INFORMATION ARRIVED THAT SHOWED ME EVERYTHING I WOULD LEARN AND EXPLAINED HOW EMPLOYERS RECOGNIZE AN ICS CAREER DIPLOMA, I WAS SOLD!
NO KIDDING? IS THAT HOW YOU GOT YOUR JOB AS TOP MECHANIC?
YEP, AND NOW I'M MAKING THE KIND OF MONEY I DESERVE AND DOING WHAT I LIKE TO DO! AND JUST LOOK AT MY BIKE! IT'S THE BEST RUNNING PANHEAD IN THE RODEO!
MAYBE ICS IS THE WAY TO GO...
Six months later...
Bubba's Bikerama
HEY MIKE! I JUST WANTED TO CALL YOU TO THANK YOU FOR TELLING ME ABOUT ICS. I FINISHED MY TRAINING, AND GUESS WHAT? I LANDED A MECHANIC'S JOB TODAY AT THE LOCAL HARLEY SHOP!
Back at the construction site...
YOU'RE LATE BOB, GET TO WORK!
GET LOST, MAN! I JUST GOT A NEW JOB AS A MOTORCYCLE MECHANIC.
YEAH, RIGHT...YOU'LL BE A LABORER ALL YOUR LIFE.
OH NO I WON'T! WHAT'S MORE I QUIT!
TAKE MY ADVICE. MAIL IN THE CARD OR COUPON TODAY FOR ALL THE FACTS ON ICS TRAINING, OR CALL TOLL FREE. IT COULD DO AS MUCH FOR YOU AS IT DID FOR ME. AND WHAT THE HECK, THE INFORMATION IS FREE!
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CALL ANYTIME—24 HOURS A DAY. 7 DAYS A WEEK
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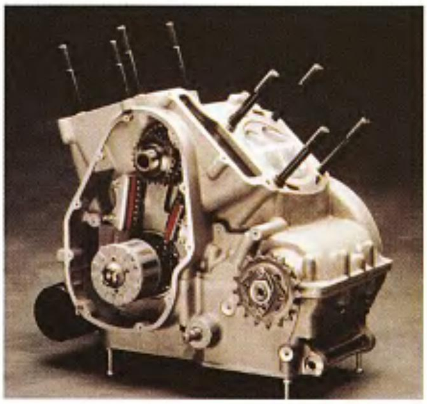
Sent Free

HARLEY-DAVIDSON UNLEASHES THE VR1000 SUPERBIKE

This year, Harley-Davidson thundered into its 80th season of motorcycle competition, boasting a legacy of determined men and dauntless machines. Since 1914, Harley-Davidson has enjoyed the spotlight of the winner's circle. Even before World War I, H-D defeated its competition with the innovative 1916 8-valve V-twin and the Wrecking Crew—a team of factory riders who regularly demolished the competition. But it was between the war years that H-D earned its stripes. In 1921, at the historic Fresno boardtrack, the Milwaukee manufacturer was the first—ever—to win a motorcycle race at an average speed exceeding 100 mph. Shortly thereafter, Harley unleashed the renowned 21-cubic-inch "Peashooter" overhead valve single, and in the able racing hands of the great Joe Petrali, it swept the major boardtrack races in 1925—giving the "roaring '20s" a whole new meaning.

When the stockmarket collapsed, and our nation's morale with it, Harley's racing team remained true to its heritage and forged ahead. Aboard a variety of Harley racing machines, Petrali amassed the most national points from 1931-1933, and repeated his performance in 1935 and 1936. In 1935, despite the obvious setbacks of the Great Depression, not to mention the unpredictable racing surfaces of the day—ranging from badly pocked pavement to rock and rut-ridden dirt—Petrali won every race on the 13-stop national tour that year. During that time, Petrali (who helped develop the historic overhead valve Knucklehead) went on to show off H-D's racing versatility by holding the National Hillclimb Championship eight years running and by setting another record (Daytona Beach, 1936) at 136.183 mph aboard the early 1937 Model E 61 cubic inch V-twin Streamliner—granddaddy to the *Easyriders* Streamliner, which still holds the world's motorcycle Land Speed Record of 322.150 mph (Bonneville Salt Flats, July 14, 1990).

As competition increased worldwide, Harley-Davidson rose to the occasion and the list of Harley-powered



achievers continued to span the decades: pre-war-designed WR and WRTT models in the '40s, the leaner and tougher KR and KRTTs of the '50s and '60s, the legendary XR-750 of the '70s and early '80s, and the Sportster-based XR1000, dubbed "Lucifer's Hammer" when it crushed the best bikes from Europe and Japan, and conquered the Battle of the Twins from 1984-1986. But H-D wouldn't be satisfied until it returned to the ultimate test of its racing versatility—the Daytona 200. Harley last competed in the Daytona 200 as a factory team in 1973, wielding its XRTT. And it wasn't until this year that the Milwaukee bros returned to the awesome arena with their very first Superbike, the 1994 VR1000.

More than five years in the making, with roots reaching back to the earliest Harley contenders, the 1994 VR1000 sports a 60.78 cubic inch (996cc), 4-stroke, water-cooled and fuel-injected 60-degree V-twin. The dual overhead camshafts actuate four valves per cylinder, reminiscent of Harley's first 8-valve racing giant in 1916. The 11.6:1 ratio, 79 foot-pounds of torque at 8,000 rpms, and 135 CBHP at 10,000 rpm are funnelled through a 5-speed transmission and harnessed by a lightweight carbon-fiber reinforced aluminum twin-beam frame with 6-piston caliper, dual disc brakes (U.S.-made by Wilwood of Indy car fame) and an inverted fork (internal damping) up front and a single shock, dual-piston caliper, single disc brake in

Photo: Tom

An 80-Year Racing Legacy Produces Its Latest Scion

Photos courtey of Harley-Davidson Motor Company

the rear. Throw on the alloy clip-on bars, a solo seat with rearset pegs, a 4.5-gallon aluminum tank, 2-into-1 exhaust with canister-type mufflers, carbon-fiber fairing and front fender, and the classic black and orange paint and she's ready to roll.

Scheduled to compete in all 10 1994 AMA National Superbike race events, the VR1000, piloted by 1991 Daytona 200 winner Miguel DuHamel (son of former Harley racer Yvon DuHamel) the VR1000 made a helluva debut in its first race. Beginning the race in the 68th spot on the starting grid, the new VR1000 steadily stormed passed one competitor after another, turning the 3.56-mile laps in the one-minute, 54-second range—only a few seconds less than the fastest qualifying time. Cameras flashed, stopwatches clicked and the crowd literally rose in their seats to cheer on the distinct thundering roar of the American-made machine as it steadily moved up from 68th to 20th place by only the 22nd lap (78th mile) of the 200-mile race—clearly leaving a huge margin for Harley to make its long-awaited Daytona 200 comeback with a blazing victory. Unfortunately, it was on the front straight of that same 78th mile into the race that the Milwaukee machine coasted to a stop in a cloud of smoke. The counter-balancing shaft had come apart, which led to obvious engine problems. What has competitors worried for the remainder of the year is that DuHamel and the VR1000 demonstrated their racing integrity for 78 consecutive miles, which is longer than any race left on the series. The Harley-Davidson 1994 VR1000 not only proved itself worthy of a great legacy of American-made racing machines, but it's a force to be reckoned with.

—Clay Dog

DID YOU KNOW?

True Biker Facts And Scooter Trivia

Twenty-seven light years away, a comet is ripping through the cosmos at over 40,000 mph. In Brazil, a king's ransom in gold is still buried and waiting to be found. Over 400 mosquitoes were born an hour ago in an old tire in my backyard. What, you ask, does all this have to do with biker trivia? I have no idea. Still, it's time to plunge into the borderline amazing world of scooter trivia to dredge up the shiniest tidbits of biker lore as we once again ask . . . DID YOU KNOW!

Did you know that back in 1958, you could tour Europe on a motorcycle for $4 a day? That's according to an article called "Pauper's Guide To Europe" published in *Cycle* magazine of that year. The author, Alex Goff, took a 4,500-mile "Grand Tour" of Sweden, Germany, France, Switzerland, and Italy aboard a 200cc Zundapp. The total cost of his trip was just $950. He swore that his $4 a day bike vacation included all meals, lodgings, gas, and oil. But then, Alex was staying in ancient facilities that cost 25 cents a night.

Did you know that 15 percent of Americans bite their toenails? According to *Easyriders*' resident sage, Spider, psychologists in Utah were doing research on fingernail biters and discovered the toe biting phenomenon. Apparently, nobody talks about biting their toenails "because most people feel that doing so is a rare and abnormal practice." Closet toenail biters unite. This fascinating fact comes to us from the December 1978 issue of *Easyriders* and is proof positive that this magazine offers great bikes and enlightening information.

Did you know that you can register a coffin with the California Department Of Motor Vehicles (DMV)? It has been done. A bro named David Brannen used to ride a '46 Knuckle with a real casket rigged as a trailer. The DMV in Covina, California, registered the coffin as a trailer saying, "If it has wheels on it and is not self-propelled, we register it as a trailer." Good to know my bros can carry my ass down the highway after I kick the bucket.

Did you know that the birth of the Harley-Davidson Motor Company in 1903 stands out as a hallmark year in transportation history? During the same year that the Davidsons and Harleys were putting their first motorcycle into production, Henry Ford revolutionized the auto industry by mass producing his Model A Ford. Meanwhile, in Kitty Hawk, North Carolina, the Wright Brothers made aviation history with mankind's first powered flight. What a year.

Did you know that by 1920 Harley was the biggest motorcycle manufacturer in the world?

Did you know that *In The Wind* magazine has been around for 17 years? Hard to believe, but *Wind* editor Kim Peterson has been throwin' that rag together since . . . well, since he had hair. The first published advertisement stated: "*In The Wind* photos are proof that that being a biker is one of the last free lifestyles around." Right on.

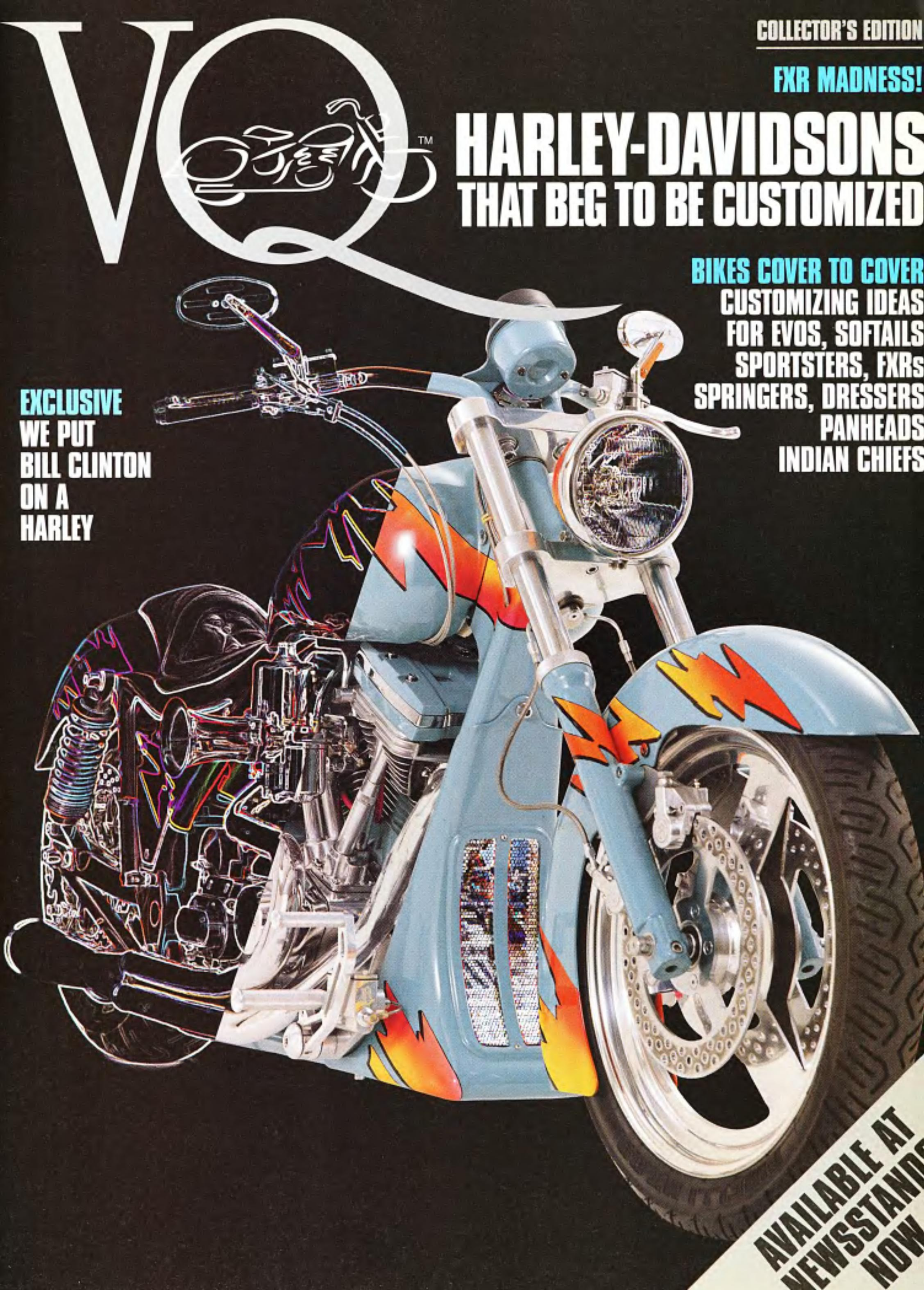
Did you know that by 1920 Harley-Davidson was the biggest motorcycle manufacturer in the world? H-D was the biggest both in terms of machines produced and plant size. Harley was also one of the largest advertisers in the west, with a whopping ad budget of a quarter-million smackers. That was a ton of dough in those days. In 1920, Harley boasted having dealers in 67 countries worldwide.

Did you know that a life-sized cut-out of a motorcycle cop was used to slow hot rodders down back in the '50s? It seems the local kids used to blast by Maury Beach's Mobil Station in Garden Grove, California. Maury painted up a grim-faced cop on a Harley and mounted the masonite cut-out on the corner of his lot. Officer MacDougal, as the two-dimensional cop was called, was a local landmark for many years. MacDougal was so life-like, that tourists used to stop to ask him directions.

Did you know that you can now make your Harley Sportster look just like a classic British Vincent? It's true, but this custom make-over is not about looks alone. The Classic Motorcycle Company of Carmel Valley, California, offers a limited-edition kit that they claim will make your Sporty handle like a cafe racer in the twisties. The kit includes a handmade 4¾-gallon polished aluminum gas tank, stainless steel spoked wheels, tires, fenders, lights, bars, seat, exhaust system and more. For more information call Classic at (408) 659-0329.

Did you know that the "bitch bar" or "sissybar" is actually named after a famous gay bar in San Francisco called "The Bitch"? If you believe that, you're smoked out, bro. Just makin' sure you're awake. Later.

—Phantom



VQ
COLLECTOR'S EDITION
FXR MADNESS!
HARLEY-DAVIDSONS
THAT BEG TO BE CUSTOMIZED
BIKES COVER TO COVER
CUSTOMIZING IDEAS
FOR EVOS, SOFTAILS
SPORTSTERS, FXRs
SPRINGERS, DRESSERS
PANHEADS
INDIAN CHIEFS
EXCLUSIVE
WE PUT
BILL CLINTON
ON A
HARLEY
AVAILABLE AT
NEWSSTAND
NOW

KICKSTART *of the* HEART

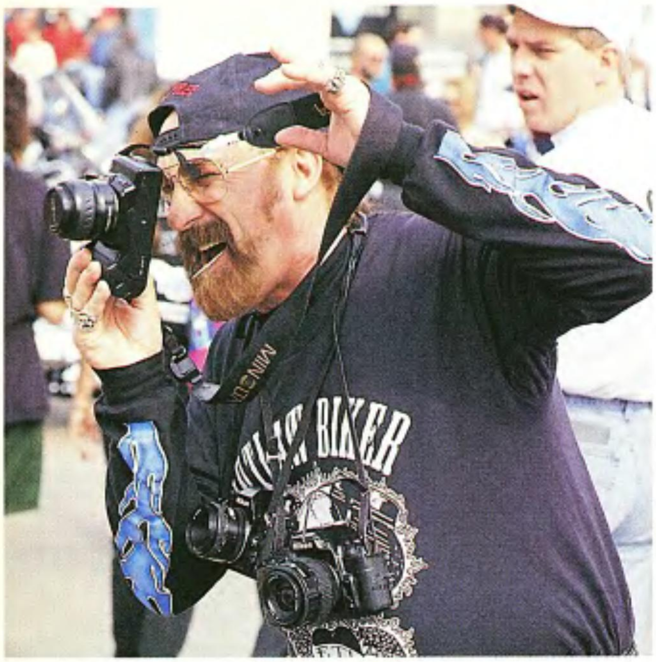
EASYRIDERS OF HOUSTON SECOND ANNUAL CHARITY RODEO

What do tree trunk-sized 10-gallon hats, bone-crushing bronco bulls, and belt buckles bigger than hubcaps off a '55 Merc have to do with Mötley Crüe's "Kickstart My Heart?" Not a damn thing, 'cept that a whole buncha kids at the Harris County Children's Protective Services got their hopes and hearts kickstarted—big time—when *Easyriders* of Houston announced its Second Annual Charity Rodeo Ride.

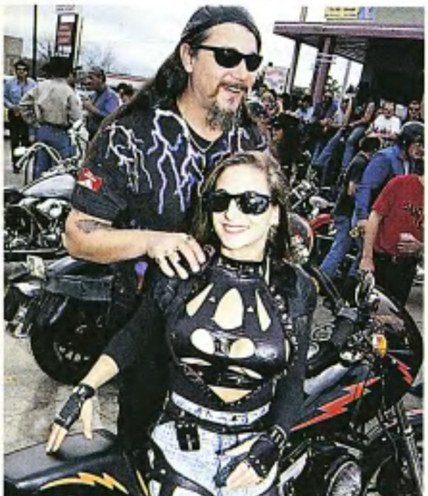
Things got off to a righteous start on the morning of February 6

More than 10,000 brothers and sisters were partying in the street in front of the Easyriders Store

when Lone Star locals got a first-hand taste of the power of their biking community: 2,500 scooters rode in one mighty roar around Houston's 610 loop, then thundered into town and parked right in front of *Easyriders* of Houston, where they showed their support of the worthwhile cause. Forty-two volunteer police (including many Blue Knights) also showed up to show their support of the event →

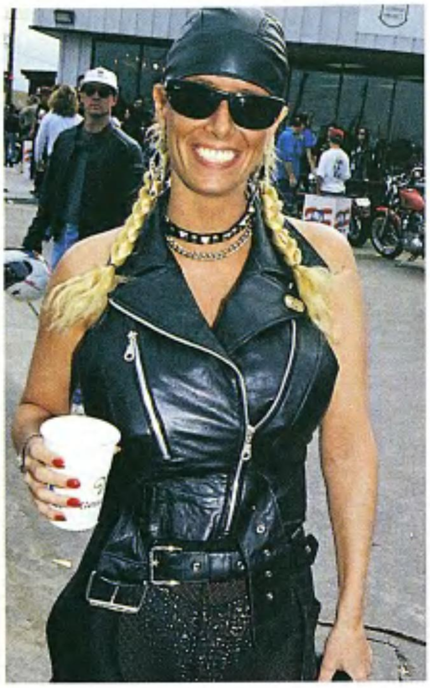

BIKER

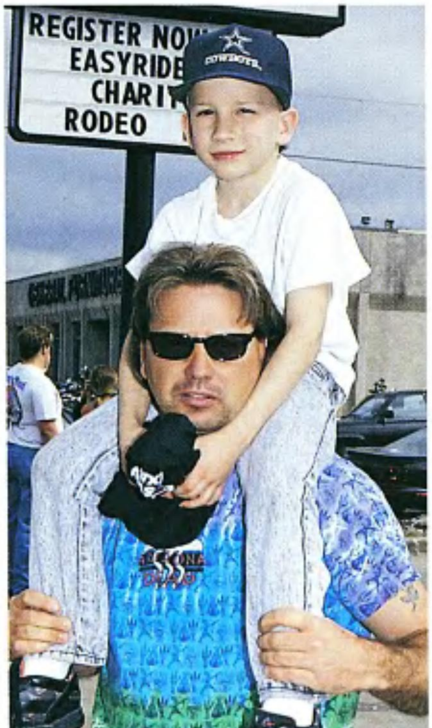
FOOD



by designating all four of the inside lanes of the six-lane city street "Scooter Parking Only!"

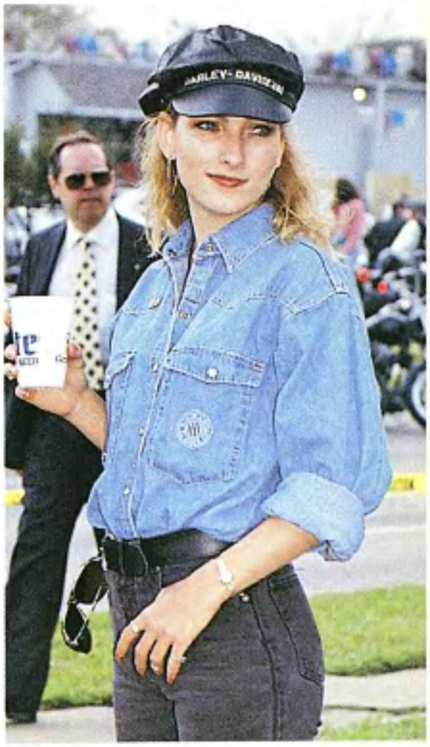
Before long more than 10,000 brothers and sister were partying in the street in front of the *Easyriders* Store, making the fund-raising event one of the largest block parties in Houston history. Local merchants donated a ton of door prizes, booths—overflowing with everything

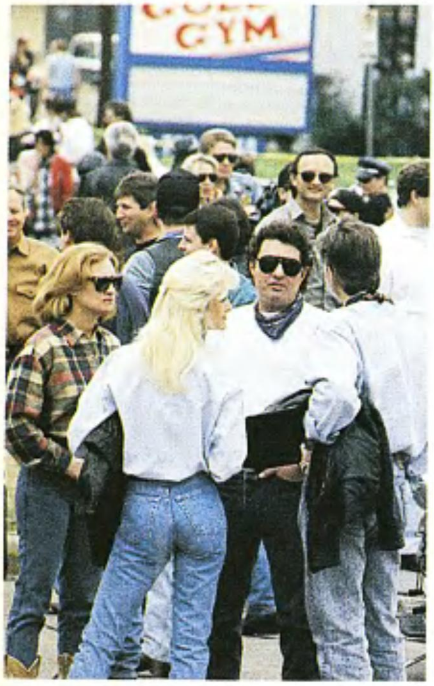


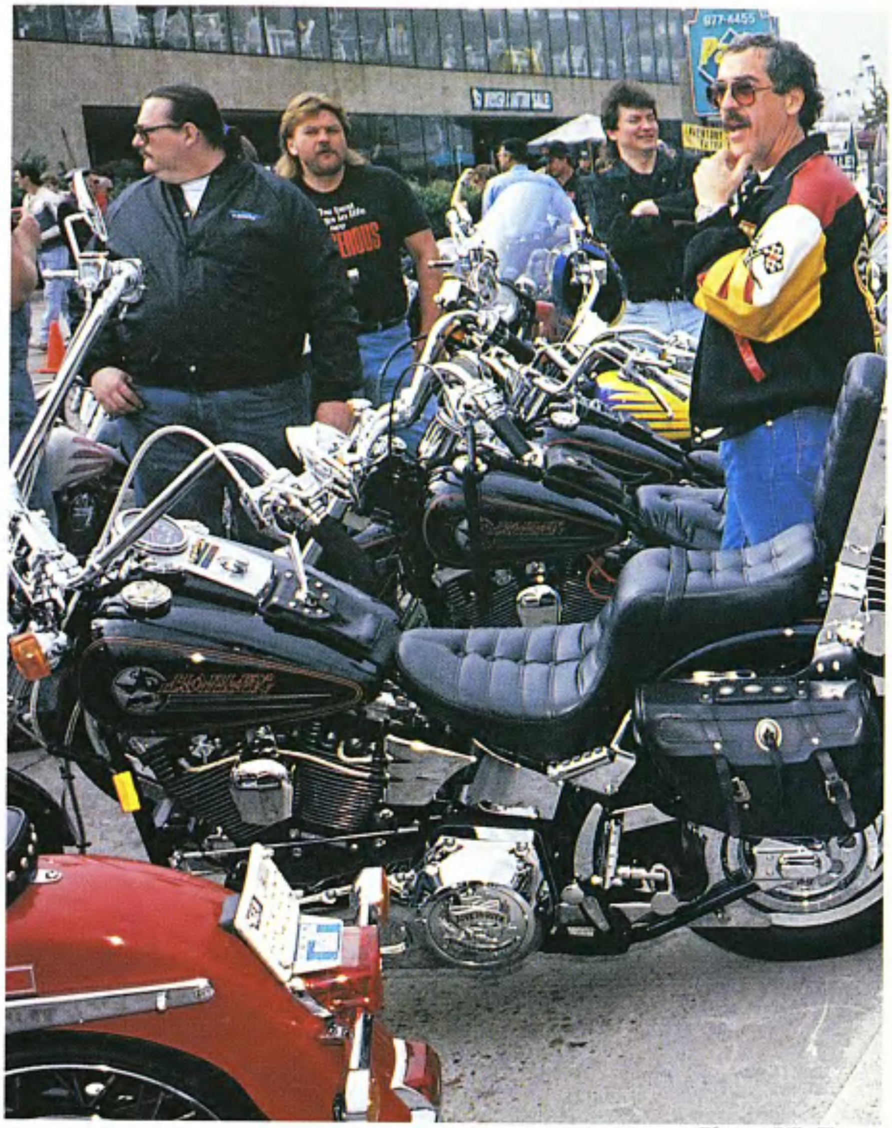


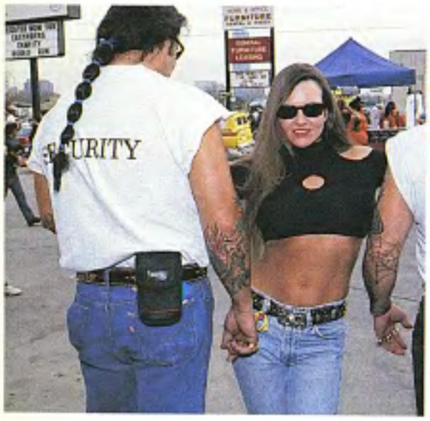
from leather goods, jewelry, and T's to soda, suds and Texas toenail soup—lined the cordoned-off streets, and Austin's own Joe King Carrasco rounded out the sunny Sunday by kicking out some righteous sounds.

The success of *Easyriders* of Houston's Second Annual Charity Rodeo—more than 10,000 in attendance—made it possible for 2,360 abused and underprivileged kids →

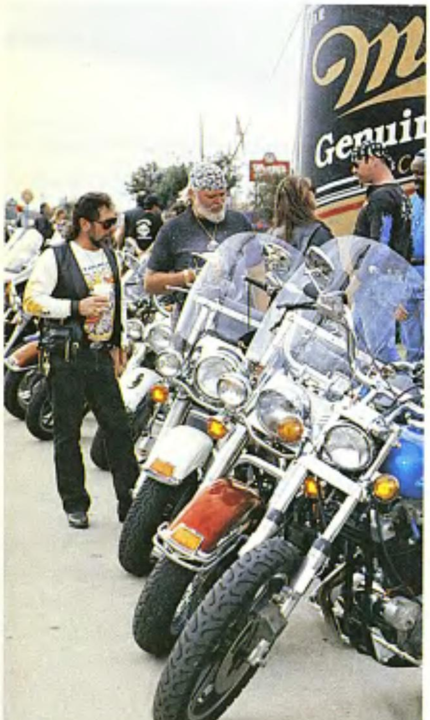


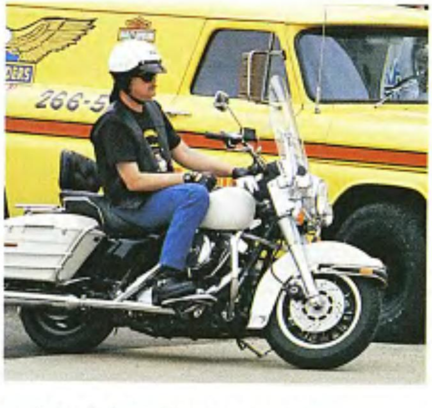






Photos: Billy Tinney

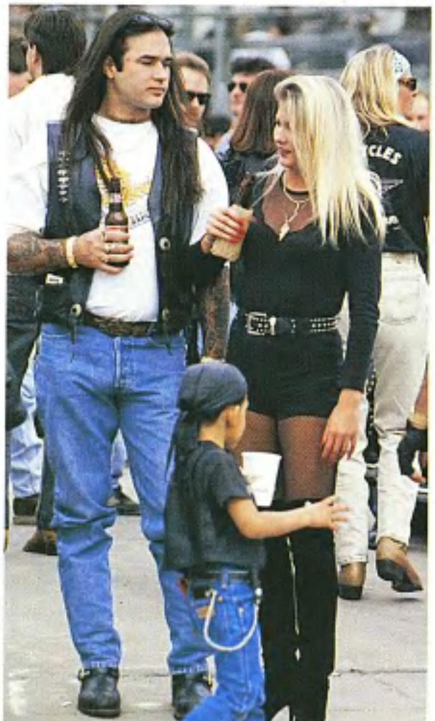


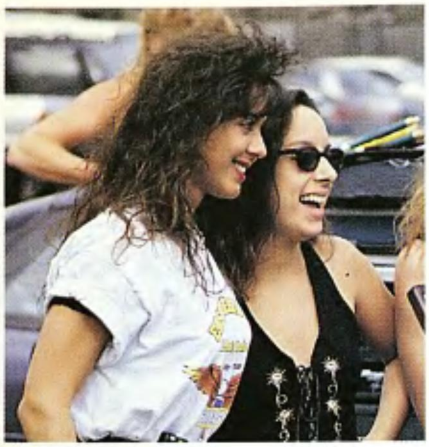


to join 1.8 million Texans at Houston's world-famous Livestock Show and Rodeo.

Puttin' all those smiles on all those young faces has generated the kind of good will that not only creates a much-needed public acceptance of the biking community of today, but also helps pave the way for the young scooter riders of tomorrow.

It's this type of community spirit





that, in two short years, has made David Greenberg's *Easyriders* of Houston Store one of the area's largest retailers of motorcycles, parts, accessories, and riding apparel.

But most important, *Easyriders* of Houston has become part and parcel of the community of scooter riders known to offer a hand to those who, every now and then, could use a kickstart of the heart. —Clay Dog

HALL O' FAME

For Brothers And Sisters Who Stand Out In A Crowd

Dr. Jim Grizinski

Huron, Ohio

Dr. Jim Grizinski of Huron, Ohio, was a highly respected and successful veterinarian who practiced in jeans and Harley T-shirts. Living the true lifestyle, he owned and restored at least two Indians and eight H-Ds. But the true love of Jim's life was his daughter, Misty. These two loved to go riding together on his mint condition 1984 H-D Police Special.

Sadly, Jim was taken away from Misty when Donna Avilia of Norwalk, Ohio, turned in front of him in her cage on July 10, 1993, killing him instantly. (Avilia later received a $500 fine and a six-month license suspension.)

Misty, your dad loved you very much. You're still very young, but once you get older and start calling the shots in life, select the bike of your choice, get on it, and never look back. You're well-protected little one, 'cause your dad will always be smiling down on you. —Twiggy

Photo: Jenny Cooley

Officer Clarence Wayne Dean

Antelope Valley, California

On January 17, 1994, at precisely 4:31 a.m., a killer earthquake kicked Southern California's ass big time. Shortly after the shaking stopped, Los Angeles Police Department motor officer Clarence Wayne Dean hurriedly left his residence in the Antelope Valley. He left two hours earlier than usual, knowing his help would be desperately needed in the hardest hit areas of the San Fernando Valley.

Riding his LAPD motorcycle on the pitch black I-14 freeway, Dean had no way of knowing that a huge portion of the road had collapsed during the quake. He tragically fell approximately 50 feet to his death.

At Dean's funeral, as they were laying him to rest, Steppenwolf's "Born To Be Wild" was blasting over the loudspeakers. Dean loved motorcycles just as much as anyone else reading this article.

—Arnie "Torch" Feder
MMA Division 5 Manager

Illustration: Jon Towle

Shack O' Shame

Senator Bill Owens

Aurora, Colorado

The Chieftain, Pueblo, Colo., published an article about an opinion poll conducted by Talmey-Drake. The article stated that a statewide survey found most Coloradans in support of a helmet law. Here's the kicker: The results of the survey were obtained by questioning a total of 407 adults! Adding insult to injury, Senator Bill Owens of Aurora, Colo., said, "The survey shows Coloradans clearly support motorcycle helmet legislation."

This survey exemplifies the deceptive practices used by those who oppose our freedom. If a survey of 407 is considered a fair sampling of the state of Colorado with an issue as important as helmet laws, then one has to wonder what other information is being taken out of context by unethical politicians, like Owens, to quell our most fundamental rights. Everyone should have the right to express his opinion, but distorting and manipulating facts to take away another's rights is something else entirely.

—Sportster Dan, Rocky Ford, Colo.

Illustration: Jon Towle

0894ER

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491 ELITE II
FRONT
MT90HB-16 RWL 76.77
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MU90HB-16 RWL 86.77
K591 ELITE SP
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100/90V-19 BLK 58.77
REAR
130/90V-16 BLK 70.77
D401 ELITE S/T
FRONT
100/90H-19 BLK 61.77
REAR
130/90HB-16 BLK 66.77
D402 TOURING ELITE II
FRONT
MH90H-21 BLK 59.77
REAR
MT90HB-16 BLK 83.77
Conti
BLITZ TKH-23
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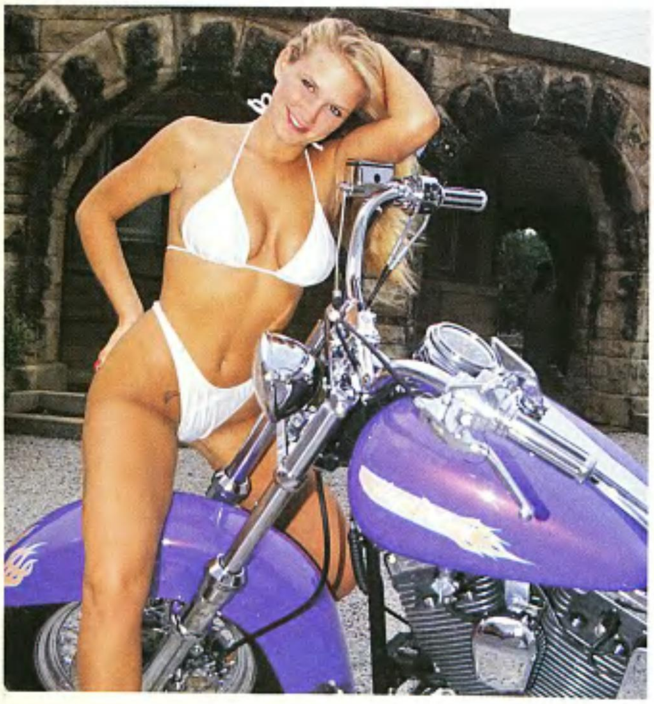

Editor's note: As America's premier motorcycle magazine, we make a concerted effort to showcase bikes from all over this great country of ours. This is accomplished not only by situating our top photographers across the country, but through our Bike And Tattoo Show tour, which covers all points north, south, east, and west, providing additional exposure for bike owners. Unfortunately, though we try our damnedest, it's impossible to reach every remote barnshed, burg, and back yard. That's where you come in. Quality submissions from our readers allow us to feature some two-wheeled works of art that we may have otherwise missed—like these three beauties from

HEARTLAND HARLEYS

The Bikes Of Oklahoma

SUDDERTH'S SOFTAIL

Randy Sudderth decided to make a good thing better. He was proud of his '87 Softail, but decided that a few changes were in order. So, he set to work.

To begin with, he added a 1970 FLH front and 1990 Fat Boy rear fenders. Next, Peerless Plating chromed everything but the brake rotors. Steve Dye stepped in at that point, painting the frame black and adding a special purple mix on the fenders and calipers. Finally, Tulsa's Wizard McConnell added detailing.

Still, Randy wasn't satisfied. He decided to remove the rear seat, a major change. Some saloon sweetie asked him to pull it off, so she could perch on the bare metal and feel those V-twin vibes. That was enough for Randy.

He's satisfied with his creation, but complains that because of unpredictable weather in his part of Oklahoma, good riding days are few and far between. But when the weather is right, his neighbors barely see his dust as he sets off on the open road for parts unknown. →

CARTER'S 1990 FLSTC

David Carter yearned for a 1990 FLSTC in the worst way. He already owned a '53 Panhead and an '87 dresser and he knew he should have been satisfied, but they just weren't enough. But how to afford that 1990 FLSTC? He struggled with the logistics of his dilemma, and finally came up with the answer. The Panhead and the dresser would go.

It would not be long before the Dale, Oklahoma, resident had the coveted bike in his driveway. Yet, the real work was just beginning. Dave's ol' lady understood, even when he spent all his time and their bread to repaint his new treasure three times—not to mention all the other tinkering he did to it over the last four years.

Dave's ol' lady figures it could be worse. She could be hooked

up with an Air Force pilot who flies wire-crossed F-14s.

Then, tragedy struck. Dave had his Softail in for some work at Rick McDonald's Hawg Farm when a certain ice cream truck lost control and rammed into the facility, taking out both his and two other motorcycles.

Unfortunately, the insurance didn't cover a fraction of the repair cost. So, Dave raised the balance to fund wrench work by McDonald and paint artistry by Mike Robbins.

When Dave's not punchin' the clock at his regular job, he and his Softail make as many runs—from Sturgis to Perry Lake—as time and circumstances permit.

Robbins' genius has Dave's bike taking Best of Paint wherever he shows it. He's proud of that.

Today, Dave looks at his pride and joy with its twisted spokes and white walls, and asks himself if it was worth the struggle. It has, after all, been a long road. Yet, he doesn't hesitate. The answer is yes! →

LINDSEY'S HERITAGE

Joe Lindsey, owner of four La Roca Mexican restaurants in Oklahoma City, has a nostalgic fondness for the look of everything from the 1950s, most especially bikes from that era. So, when he purchased a factory 1993 Heritage Softail, he was a man with a mission. The plan was to strip the bike down to its frame and motor, and completely rebuild it from parts hunted down from all over the country.

He initially attacked the hardware design and assembly, with the help of his neighbor, Greg Baker. Following that project, Mike Robbins of Guthrie, Oklahoma, began the paint portion of the project. And so it went. Two months, and $22,00 later, Joe had the '50s bike of his dreams.

He rides it often, he says, despite

the responsibilities of overseeing the management of his chain of restaurants. His favorite weekend jaunt is to head for the old two-lane Route 66 out of Oklahoma City and ride free until he reaches Tulsa. The light traffic and great scenery of that route draws him often.

This year, he's determined to make the Red River and Sturgis runs—after he's made some minor performance modifications.

So far, he's entered his prize in three bike shows and won two. The bike took Best Custom at the Bricktown Harley Show in Oklahoma City, and Best Heritage at the Southern Oklahoma City Harley Show.

Like the conservative nit-pickers say, "Traditional values can be a winner." Joe's Heritage Harley turned '50s custom proves the point. Kind of makes you wonder if personal choice isn't the best way to go. Or to vote.

—Irish Mike

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F.I.G.H.T. UPDATE

VICTORY IS OURS!

California Cops Lose This Round

Easyriders Freedom F.I.G.H.T. has won yet another battle in the overall war against unfair helmet laws. Again, the battleground was *Easyriders Freedom F.I.G.H.T.* v. *Hannigan* (Commissioner of the California Highway Patrol), which is the ongoing Federal Court Case in the Southern District of California (not to be confused with Steven Bianco's ill-fated State Court Case which also involves the California Highway Patrol's (CHP) position that beanie-style helmets do not meet minimum standards.).

As you may recall from last month's F.I.G.H.T. Update, and summaries of the case, the Freedom F.I.G.H.T. program has brought suit against the CHP, the Huntington Beach Police Department, and the San Diego Sheriff's Department (SDSD) for what it perceives are unconstitutional enforcement practices of those police agencies.

The San Diego Sheriff's Department has just settled and is agreeing with our terms in an order that has been signed by the court. In order to get out of the case, the SDSD has agreed to accept whatever a rider is wearing as legal, unless it is obviously not a helmet, such as food containers, baseball caps, etc. The SDSD has agreed to accept beanie-style helmets, such as those manufactured by E&R Fiberglass, Chico's of Fort Lauderdale, Frenchy's, Mohawk, and other helmets that have been the target of law enforcement agencies in the state of California. The SDSD has agreed not to stop, cite, or use as the basis of a stop, a rider wearing a beanie helmet. This is important because many riders have been unlawfully searched or held by police who have used the helmet law as an excuse to harass bikers.

The San Diego Sheriff's Department has agreed not to stop, cite, or use as the basis of a stop, a rider wearing a beanie helmet

Further, the San Diego Sheriff's Department has agreed to stop confiscating helmets. The agreement has now been put in writing, has been sent to the court in order to be made part of a court order.

The SDSD obviously realized—after reading our briefs and being subjected to our beginning depositions—that the helmet law is so vague that it cannot possibly be properly enforced. The San Diego Sheriff's Department apparently decided that they did not want to waste taxpayer's money attempting to enforce a law that is, at best,

vague, ambiguous, and uncertain.

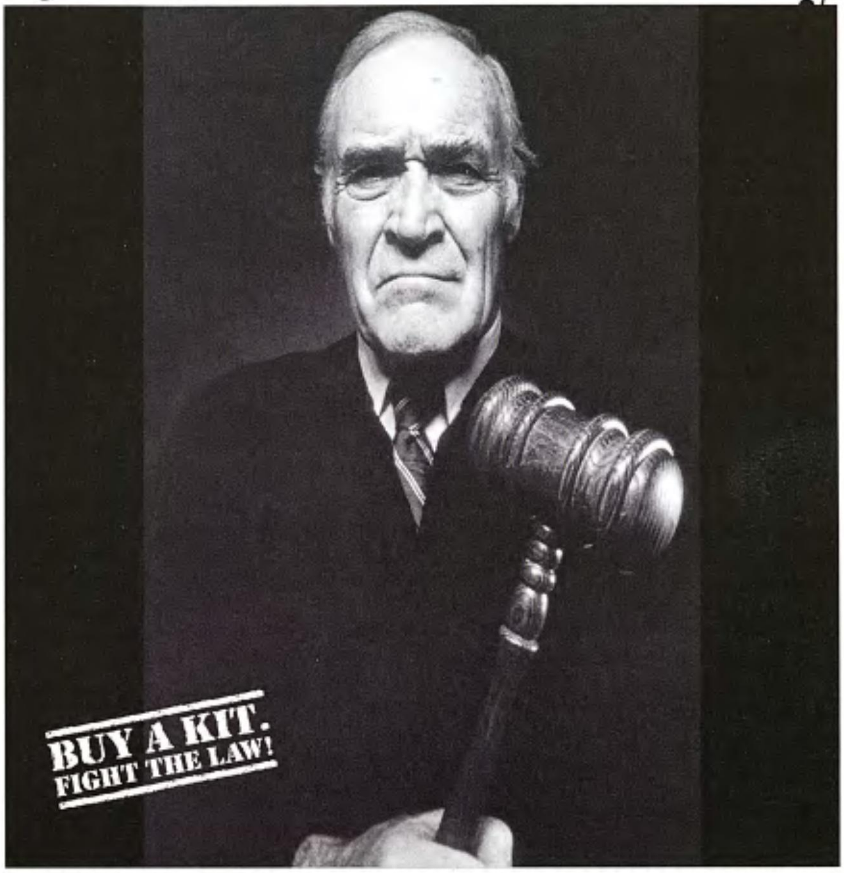
To our knowledge, this is the first time a law enforcement agency has agreed to a court order which will restrict how it is to enforce the helmet law. This is also the first time, that we know of, that a court has issued an order restricting any law enforcement agency in its helmet law methodology. It is our hope that this is only the first of many victories in our battle to eliminate unfair, unjust, and dangerous mandatory helmet laws nationwide.

Many of you have written and asked how you can join in the fight to eliminate these laws. As you can see, *Easyriders* Freedom F.I.G.H.T. is gaining ground and making definite progress. The war is far from over, but with the help of freedom fighters such as biker attorney Skip Raring, we are determined to win battle after battle.

Don't just sit there reading this, you can make a difference! Become a member of your local motorcyclists' rights organizations and purchase a Freedom F.I.G.H.T. Kit. Remember, all proceeds from your F.I.G.H.T. Kit will go to battle helmet laws in court. We can and will make change happen. Be a part of the solution by sending for a F.I.G.H.T. Kit today! Write: *Easyriders* Freedom F.I.G.H.T., P.O. Box 3000, Agoura Hills, CA 91376-3000.

—Phantom

Question Authority



Don't start conforming now! Join the freedom F.I.G.H.T.–*Freedom From Inept Government Helmet Tactics*– and defeat the helmet laws where it counts – IN COURT. ALL PROCEEDS FROM EACH F.I.G.H.T. KIT will be used to wage a legal battle against the approaching NATIONAL HELMET LAW!

WE NEED YOUR HELP! While you're using the campaign T-shirt, patch, bumper sticker and decals to help spread the Pro-Choice word, we'll be creating a strategy with a team of experts to beat the law. With your support, we can be a powerful force. It's not too late to join the F.I.G.H.T.

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- Patch 2 1/2" X 4 1/4")

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WHAT'S HAPPENIN'

Here's Your Guide To What's Happenin' In Your Area In July And August

To have your events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates are often changed after publication—so check with the sponsors before you ride across the state or country. Send your info to: What's Happenin', Box 3000, Agoura Hills, CA 91376-3000.

Arizona
1ST ANNUAL LION'S POKER RUN—July 9. Sign up at Eagle Cycle, 7485 1st St., Prescott Valley, 8:30 - 9:30 a.m. $15 donation. Info: (602) 771-2950

California
TATTOO COLLECTORS EXTRAVAGANZA—July 9, Holiday Inn, Chico. Info: (916) 898-8287

ANNUAL OUTTA WEED POKER RUN & GET ACQUAINTED PARTY—July 16-17, MMA Division 1, Weed. Info: (916) 926-6845

3RD ANNUAL WILDWOOD POKER RUN—July 16-17, Ramblers MC. Info: (916) 873-6977

FUN IN THE FOOTHILLS '94—July 16-17, Gold Co. Auburn H.O.G. Sponsored by C&E Auburn H-D Inc. Info: (916) 484-0337 or 885-7161

3RD ANNUAL SWEATY BUNS SUMMER RUN—July 17, Local 2. Info: Bernie (805) 522-6127

BEACH RIDE '94—July 17, San Buenaventura State Park & Beach, Ventura. Info: (213) 290-2000

MMA STATE-WIDE RUN—July 22-24, west of Frazier Park @ Pine Mountain's Mill Portero Park, Division 5. Info: (916) 442-4727

3RD ANNUAL MIKUNI CALENDAR M/C SHOW—July 24, Museum of Flying, Santa Monica Airport. Info: Jim Gianatsis (818) 347-4435

Colorado
1ST ANNUAL "RIDE FOR THE CURE"—July 30, benefits Susan G. Komen Breast Cancer Foundation, Aspen. Info: Toni Whaley (303) 923-4159

Georgia
8TH ANNUAL JULY JAM—July 16, KOA Campground, Commerce. $20 per person. Info: (404) 921-1029

Idaho
1ST IDAHO STATE H.O.G. RALLY—July 8-10, Twins Falls County Fairgrounds, Filer. Info: (208) 338-5599

ANNUAL SUN RUN—July 15-17. Info: (208) 788- 5497

CUSTER RUN—July 29-31, Elk Bend, ABATE of Idaho. Info: (208) 756-4186 or (208) 879-2735

ANNUAL MDA RIDE—July 30. Info: (208) 338-5599

Illinois
HELMET ROAST—July 9-10. Info: (708) 242-7633

ALL BIKE DRAGS—July 17, Black Hawk Chapter of ABATE, Cordova Dragway. Info: (309) 787-2964

Louisiana
7TH ANNUAL WCA ABATE POKER RUN—July 15-17, Vernon Lake Spillway, Leesville. Lee (318) 463-8526

Maine
8TH ANNUAL 3-DAY BASH—July 15-17, sponsored by the Mattawamkeag MC. Info: (207) 746-9360

Maryland
IRON BUTT POKER RUN—July 23, H-D of Wash., 9407 Livingston Rd., Ft. Washington. Info: (301) 248-1200

Michigan
11TH ANNUAL BEEF ROAST & BIKE RAFFLE—July 15-17, Avengers MC, Lenawee County. Info: Boomer (419) 693-9558 or Tiny (419) 727-0482

Missouri
UNIQUE JAYCEE'S 17TH ANNUAL BIKE SHOW—July 24. Info: Unique Jaycee's, Box 7, Moberly, MO 65270

Montana
2ND ANNUAL FREEDOM RALLY—July 8-10, by ABATE and MDA at Fergus County Fairgrounds at Lewistown. Info: (406) 373-6946

YAAK ATTACK—July 16-17, ABATE, Northwest Chapter. Info: Pete & Tuna 862-8223

2ND ANNUAL STATE H.O.G. RALLY—July 29-31, Bozeman. Info: 1-800-562-5476

Nebraska
2ND ANNUAL FREEDOM FIGHTER'S M/C RODEO—July 23, at Sarpy County Fairgrounds, Springfield. Info: Anni (402) 734-2427

Nevada
RODEO & BIKE SHOW—July 22-24, Hawthorne, sponsored by ABATE. Info: (702) 945-5365

New Jersey
TRI-STATE ABATE UNITY PARTY of DE, NJ, and PA's DE Valley Chapter—July 16-17, at the VFW Fairgrounds, Learnings Mill Rd., Millville, NJ. Advance tickets: $25/person; $45/couple. Info: Cheri (302) 378-3076, Dan (609) 625-1945, Moon (215) 586-1329

ROAD KNIGHTS FUN RUN—July 31, Rainbow Airport, Carneys Point. Info: Mike (609) 678-3882

New York
"BIKERS FOR BABIES"—July 23, Onondaga Lake Park, Liverpool. Benefits March of Dimes. (800) 244-9255

RAIDERS MC PARTY—July 30, at the clubhouse on Bixby Hill Rd. 4 p.m. till ? $10 cover charge. Info: (716) 492-3148 or 492-5715

North Carolina
3RD ANNUAL 4TH OF JULY JAM—July 1-4. Tri County CBA. Info: Ivan Hicks (919) 499-1107, or Danny Sweat (919) 947-3918

Ohio
9TH ANNUAL BIKE RAFFLE, ROAD RUN & SWAP MEET—July 9, Centurions MC of Toledo, 1501 Whitehouse-Spencer Rd. Info: (419) 474-8118

RIDERS PERFORMING MIRACLES—July 17, 100-mile ride and rally, Berea Fairgrounds, Eastland Rd., Berea. Info: 1-800-686-2323

8TH ANNUAL SWAP MEET/PARTY—July 29-31, Wetzel MC, Van Wert. No children. (419) 587-3826

MEIGS CO. BIKERS POKER RUN—July 30, benefits Senior Citizens, Pomeroy. Info: (614) 992-2242

Oklahoma
ANNUAL SUMMER SIZZLE—July 8-10, Cherokee Strip ABATE, at Wentz Camp, Ponca City. Info: (405) 762-7647 or (405) 362-2259

Oregon
SOUTHERN OREGON SUMMER RUN—July 22-24, Umpqua Falls Campground, Tiller. Sponsored by Jackson Co. Chapter of ABATE. Info: (503) 855-7345

AMRA REGION III DRAGS—July 30-31, Coos Bay Int'l, Coss Bay. Info: (303) 922-2419

Pennsylvania
AMERICAN CANCER SOCIETY POKER RUN & PARTY—July 16-17, Kendall Farm, East Millsboro. Info: (412) 785-8731 or (412) 246-8004

POKER RUN & PIG ROAST—July 24, Indian Valley H.O.G. Sign-in at Deans H-D, Souderton, 9 - 11 a.m. Info: Indian Valley H.O.G., P.O. Box 787, Souderton, PA 18964

M/C SHOW AND CRUISE—August 6, Butler H.O.G. Chapter, Zanotti Motor Co., Rte. 8 South, Butler. Info: (412) 283-2777

South Carolina
THE GREAT EAST COAST FREEDOM OF CHOICE '94 RIDE—July 14-17 Info: Popeye (404) 451-3679 or Robert Thompson (404) 516-7202

South Dakota
BUFFALO CHIP CONCERT SERIES—Sturgis Bike Week, August 8-13. Info: (605) 892-2200

Utah
3RD ANNUAL JULY BLAST—July 29-31, in Spring City, ABATE of Central Utah. Joe Wheeler (801) 754-5118

Washington
GYPSY TOUR—July 2-4. Sign up in Chelan, 10 a.m. Run to Quinn's Hot Springs Paradise. Sunday Poker Run to Ross Creek Giant Cedars Scenic Area. (509) 682-3681

11TH ANNUAL "DO-WA-DIDDY"—July 9, Tenino M/C Drill Team. Info: (206) 264-2000

COWLITZ COUNTY ABATE CAMPOUT—July 15-17, west of Castle Rock. Info: (206) 577-6269

Wisconsin
CENTRAL WISCONSIN M/C SHOW & SWAP MEET—July 10, Marathon Park, Wausau. (715) 842-9959

CYCLEFEST '94—July 22-24, Lower Frontier Park, Butler. All bikes welcome. Info: Wall (414) 781-5731

GUZZLER GRASS DRAGS—July 23, Fillmore, 35 miles north of Milwaukee. Info: (414) 334-7385

BIG BUCKS BIKE BRACKET BASH—July 24, Great Lakes Dragaway, Union Grove. Info: (414) 878-3783

Wyoming
ANNUAL BOONDOCKER PARTY RUN—July 29-31, Wyoming Central ABATE. Info: Nicki 267-0878

Canada
6TH ANNUAL SALMON ARM SUMMER STOMP—July 15-17, Salmon Arm, BC, Canada. Info: (604) 832-5080

3RD ANNUAL ROCK 'N' BIKEFEST—July 16, Merritton Comm. Centre, St. Catherines, Ontario. (905) 682-8177

3RD ANNUAL HARLEY RENDEZVOUS—August 5-7, St. Jerome, Quebec. Info: (514) 565-4501

Easyriders Events:

EASYRIDERS RODEO—July 2-4, Orange County Fairgrounds, Middletown, N.Y. (818) 889-8740, ext. 281

EASYRIDERS RODEO—July 15-17, Cumberland County Civic Center, Fayetteville, N.C. (818) 889-8740, ext. 281

EASYRIDERS RODEO—July 29-31, Butler County Fairgrounds, Prospect, Pa. (818) 889-8740, ext. 281

EASYRIDERS RODEO—August 19-21, Fowlerville Fairgrounds, Fowlerville, Mich. (818) 889-8740, ext. 281

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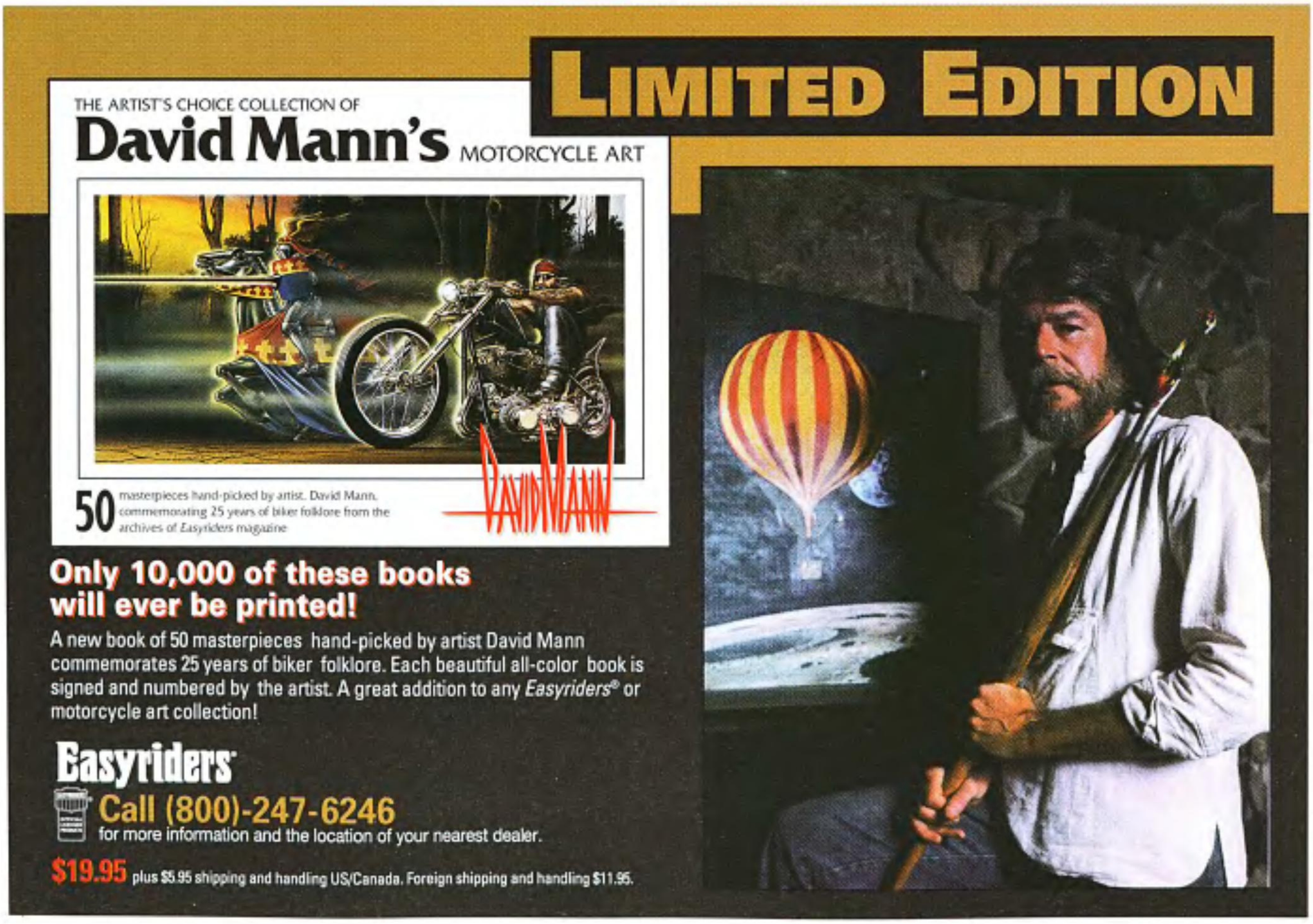
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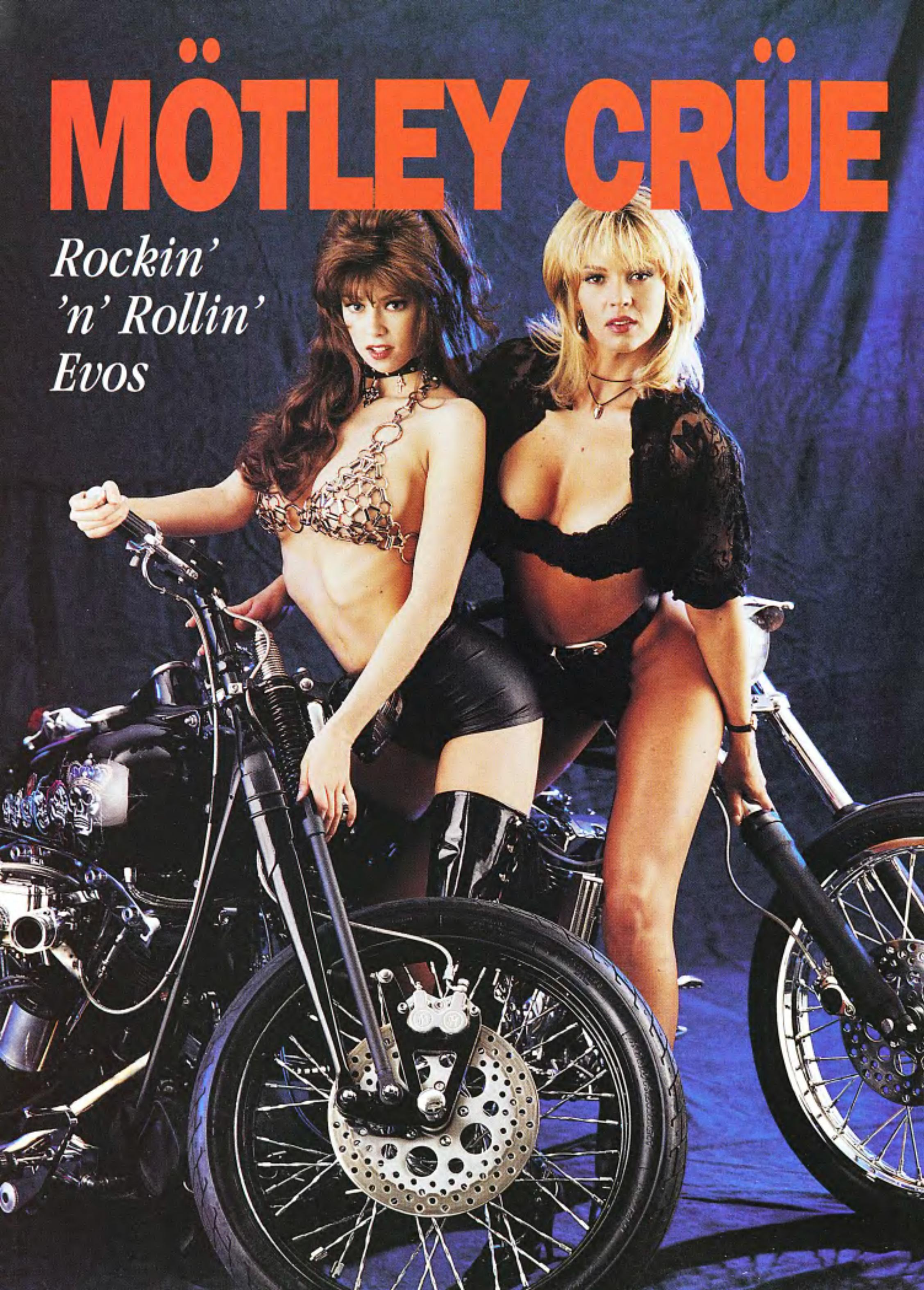

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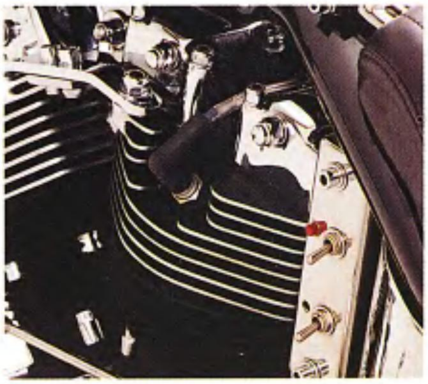
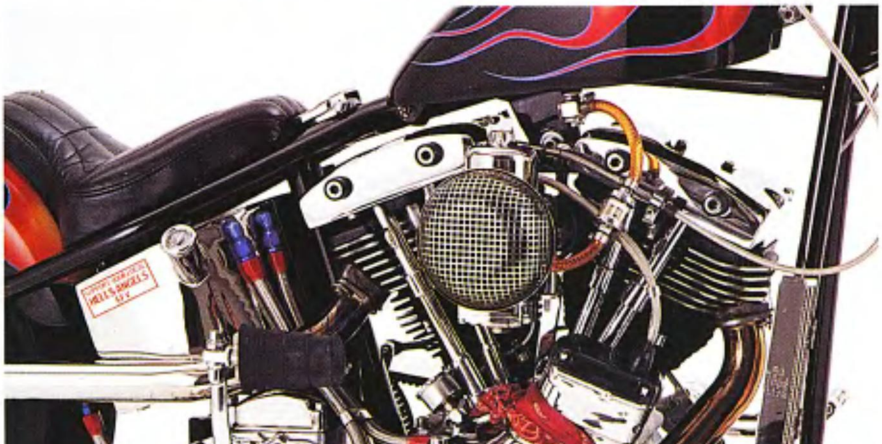


Blue studio lights flicker on and off a black and a purple Evo, both detailed to a high shine. *Easyriders* models munch tuna sandwiches, sip cokes, and patiently wait for their turns in front of the cameras. The atmosphere is one of quiet expectancy—mellow, even. All the while, there is a charged suspense in the air, subtle, yet not to be ignored. The group marks time.

Then, the front door opens; the wait is over and the ride begins. Enter Nikki Sixx, bass player and prolific lyricist of Mötley Crüe. His image, down to the black leather jacket and dark shades, does not disappoint. He wants to be perceived as hard rock's bad boy and is patently satisfied with the image.

A moment later, drummer Tommy Lee, who recently earned →



some press over his uncoupling with his former wife, actress Heather Locklear, bounds in with a thunder clap of energy worthy of the group's legendary stage presence. He begins to pace, pantherlike, back and forth, back and forth.

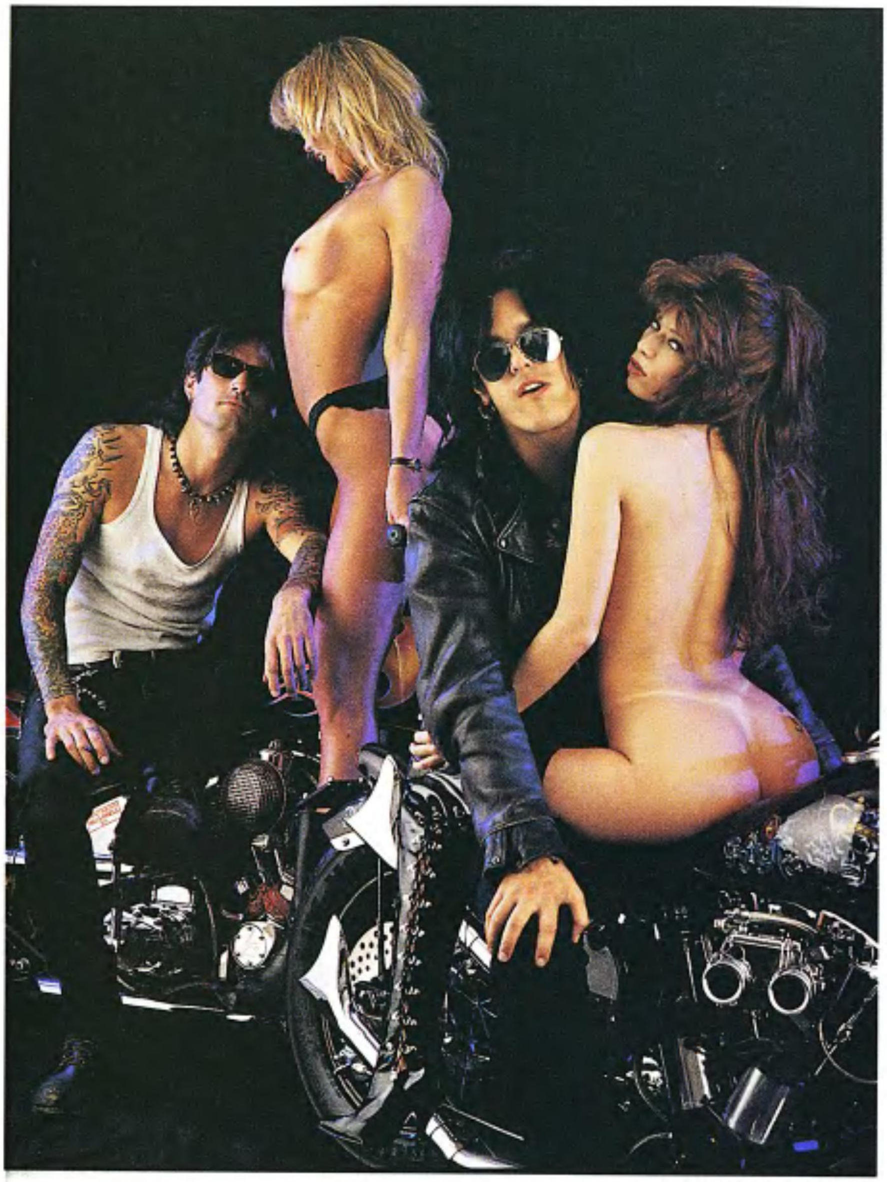
Somebody, somewhere, hits a button and, right on cue, the Crüe's new album, titled, aptly enough, *Mötley Crüe*, and two years in the writing and recording, surges at high volume throughout the studio, instantly catapulting the listeners into the jammin', foot-tappin', roller coaster world of rock 'n' roll.

The Crüe brings with them a long string of successes: In 1989, *Dr. Feelgood* earned a quintuple platinum, and the '81-'91 compilation "Decade of Decadence" now is approaching double-platinum.

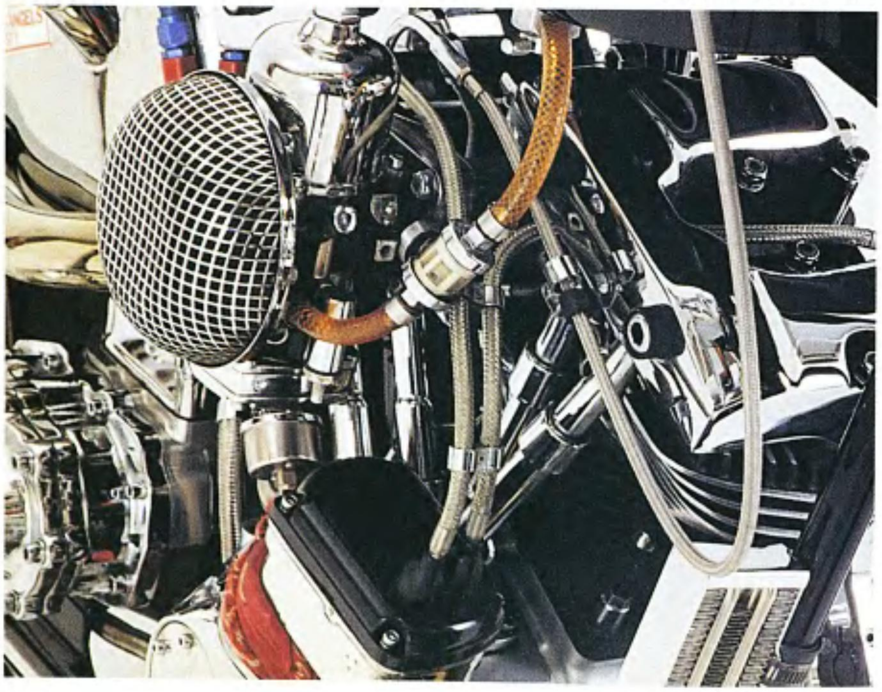
Nikki and Tommy are both content with the reception to their new album, and are fresh back from a promotional tour with bandmates, Mick Mars, guitar, and the band's new kid on the block, John Corabi, vocals and guitar. Corabi's earthy, lowdown, bluesy voice has given the Crüe an opportunity to do what few bands as successful as Mötley Crüe can ever really do: get a new singer and be better than before.

"It's a fuckin' trip, man, havin' John in the band," says Tommy. "It's like we got a new engine."

This day, Nikki and Tommy have brought their Harleys into the *Easyriders* studio for a shoot. Both smitten with H-D and the *Easyriders* image, they bound around like two wide-eyed kids not fully believing their good fortune. →



Photos: Raiko Hartman



Nikki considers public reception to the group's new album, saying, "It's a good response to new music, and it's what the band needed to do to get to the next level. We kinda exhausted everything that we needed to do as Mötley Crüe for the past 13 years. It's cool to be able to love what we've done before and love what we're doing now."

"We've always been a people's band," says Tommy, "and we've come to find out that's the most important thing to be. Journalists are analytical when it comes to rock 'n' roll; they've always been bustin' our balls about something. But the fans aren't like that. It's loud, and it's in your face—and they love it!"

The guys are interrupted with the news that the models have unhooked their tops and the photographer is waiting for the lines to disappear. "Do the lines need to be rubbed out or buffed?" Tommy inquires with raised eyebrows, eager to be of help.

The conversation veers to the hard rocker's lifestyle, and one element that is intricately etched into their passion, their obsession with their Harleys. "It's the same thing as rock 'n' roll," Nikki offers. "The rule is there are no rules. Fuckin' sex, drugs, and rock 'n' roll. The loudest bike wins. Faster . . . harder . . . all that shit.

"It's something we're attracted to. We're not into subtlety in motorcycles or in music. Everything is overblown in our lives."

Tommy agrees. "We're definitely exaggerated human beings—the whole group of us. Ridin' Harleys is a part of that and, between all of us, we own eight bikes. It's like takin' a wire brush and just cleaning out your head of all the shit. That's what bikes do for me. No managers, no agents. It's like, man, you're free. No shirt, no nothing. You just go. The only drag is the fuckin' helmet. It's so fuckin' cool to not wear a helmet."

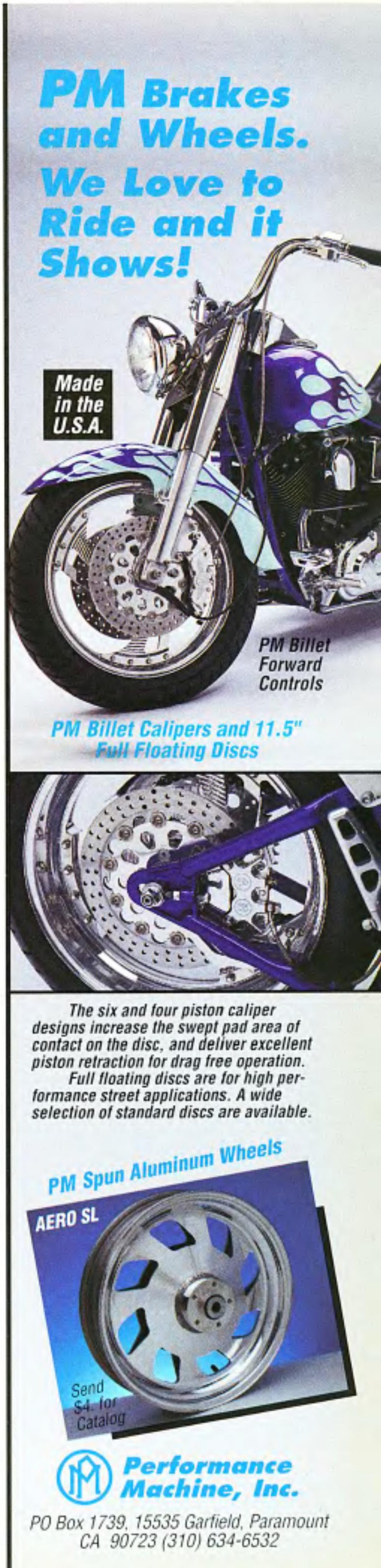
Nikki currently is building a 96-inch Panhead chopper with a 23-inch-over front end. "It's a total '60s chopper," he enthuses, "frame

raked and stretched."

They both agree that bikers, "people into free expression," they say, comprise a big segment of their band's following. "Bikers have always come out and hung around at our shows," Tommy says. "You kinda cross paths and stuff. It's like a weird, mutual appreciation for what each other does and what they believe in."

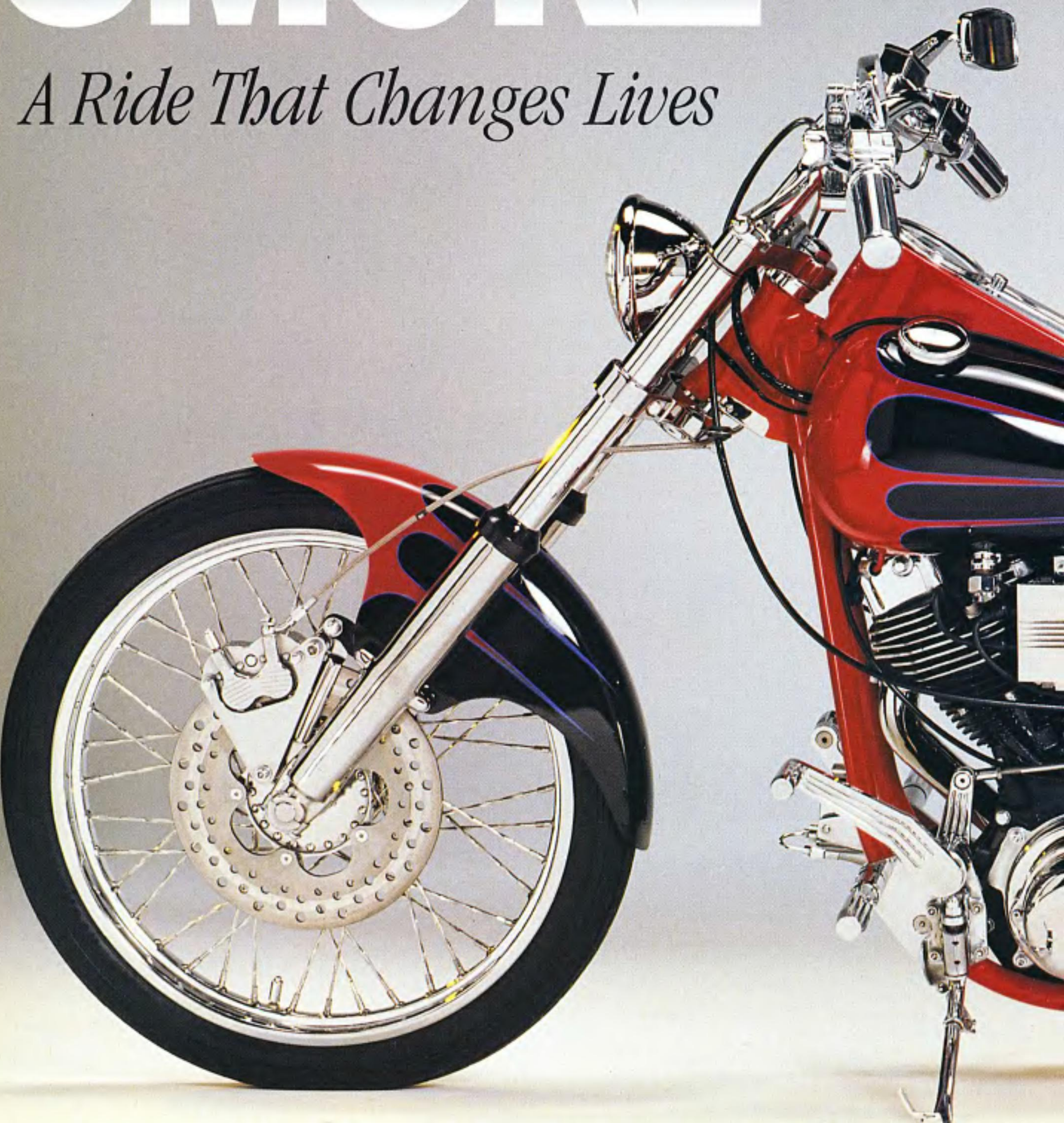
In the meantime, the hard-rockin' Crüe are now beginning the second leg of their world tour. "Mötley Crüe is our career," Tommy says. "We're going to put out many, many more albums. We're just babies, you know. It's a long journey of music."

—PJ



UP IN SMOKE

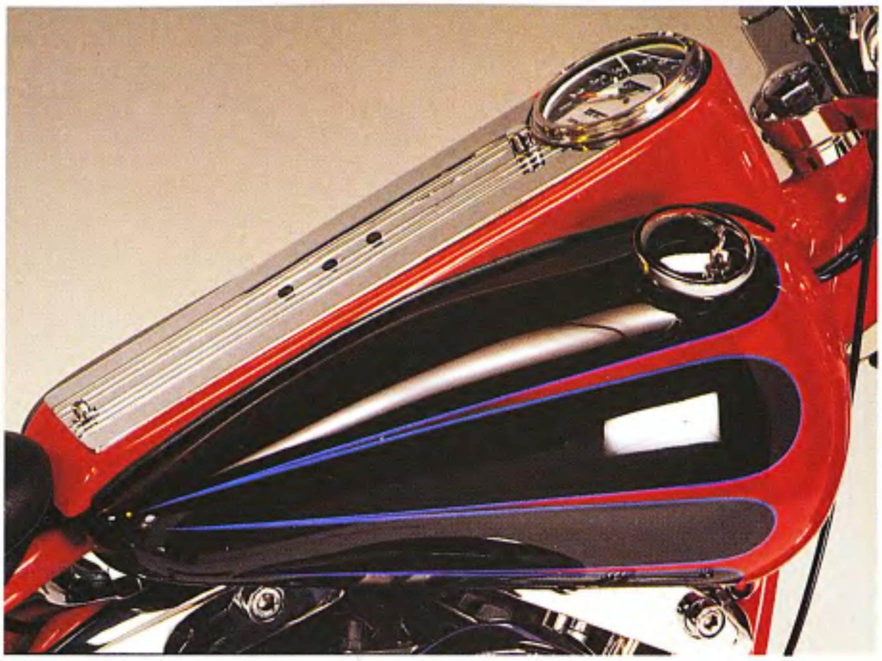
A Ride That Changes Lives



8
94

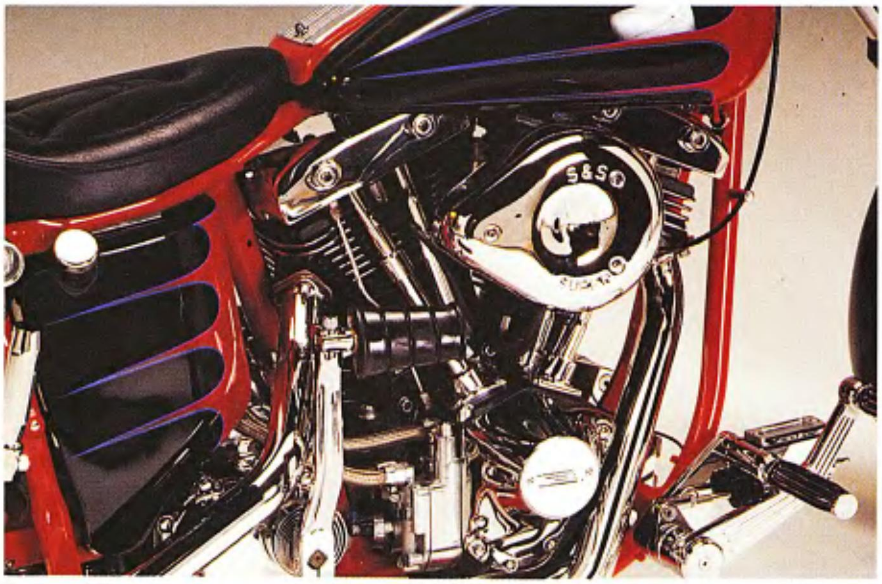
Have you ever ridden through the Smoky Mountains? It's without a doubt one of the most beautiful, peaceful experiences imaginable. The sound of the pipes echoing off the hills, the cold spray of morning fog, the smell of pine, and the pure exhilaration of rollin' that power on through the gentle twists and turns is heaven on earth, man. Rides like that put life in perspective, defining who and what we are. That's what I was thinkin' when I looked at the pics of this bike. Pat Alderson, the owner of this Shovel, lives about 200 miles from the Smokys and when I asked him if he ever got the chance to ride up there, I could actually hear him smile over the line.

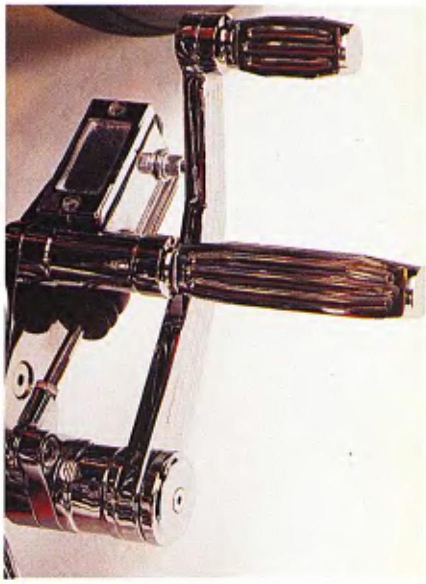
Pat's been riding for 30 years and knows all the highways, roads, dirt

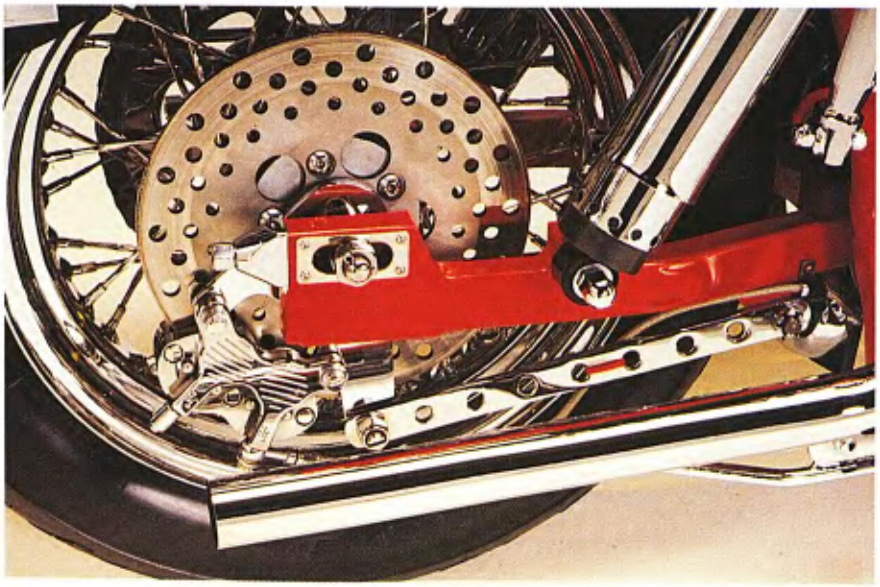


tracks, and mule trails around his home of South Boston, Virginia, like the back of his riding gloves. He bought this '74 Super Glide stock back in 1976 and it's been through many changes. In May of 1992, one of Pat's close bros, Bill Cash, was killed in a freak accident on the bike. Pat wrestled with the grief over the loss of his friend and came mighty close to selling it. But Pat knew Bill wouldn't have wanted that and decided to change the bike completely. A few months later, the smashed scoot was carried down to Rick's Custom Harlees in Danville, Virginia.

Master builder Rick Doss has been building and customizing Harleys from the same location for 17 years. The shop got a face-lift about a year and a half ago, and now, with its upscale neon facade, resembles something →







you'd find in Beverly Hills. Rick has worked on Pat's bikes for years, but this time Pat wanted something different—a high-tech chop that blended the best of the old and new. Rick tore the bike down, raked the neck, extended the fork tubes a couple of inches, and then went rooting around in his box of fabrication tricks. Pat didn't like the stock front fender, and Doss ended up completely fabricating both the front and rear fenders from scratch.

Features like the Doss-designed dash panel, billet triple trees, coil cover and bracket, fender struts, and chain guard, give the bike a sleek, modern look. The Shovel is a kickstart only and had lots of room under the seat. Rick fabricated a special deep dish horseshoe oil tank, reminiscent of choppers of old. The tranny and engine were completely rebuilt and powdercoated. Pat wanted a

better braking system, and Rick put in JayBrake calipers front and back. The high-tech extended controls and pegs are from Accutronix out of Phoenix.

The bike came in the door with a flamed paint job, but that wouldn't work with the new look. Painter Wayne Jarrett designed a scalloped paint scheme, using Viper Red lacquer that makes the low and lean sled seem to be jammin' while standin' still.

A year after the Shovel rolled into Rick's, it thundered out into the light of day. Pat is a tobacco farmer and most of the good riding weather in Virginia is work time for him. Still, he pointed his reborn baby toward the Smokys and took one of those special rides . . . the kind that define our lives. —Phantom

Owner: Pat Alderson	**City:** South Boston, Virginia	
General	**Frame**	
Fabrication by: Rick Doss	Year: 1974	
Year and make: 1974 H-D	Builder: H-D	
Model: Super Glide	Type: swingarm	
Value: $20,000	Rake: 3/4-inch	
Assembly by: Rick's Custom Harlees	Stretch: none	
Time: three months	Other alterations: lowered swingarm	
Chroming: Brown's Plating	**Accessories**	
Engine	Bars: CCI	
Year: 1974	Grips: RDI Speed Line	
Model: Shovelhead	Mirrors: Pro One	
Rebuilder: Rick's	Risers: 6 inch straight	
Ignition: Dyna S	Fenders: Rick's	
Displacement: 1340cc	Headlight: CCI	
Lower end: factory	Taillight: CCI	
Balancing: Rick's	Speedo: H-D	
Pistons: forged	Front pegs: Accutronix	
Cases: H-D, powdercoated	Rear pegs: Accutronix	
Heads: Jerry Branch	Electrics: 12-volt	
Cam: Andrews B	Gas tank: 3.5-gallon	
Lifters: solid	Oil tank: horseshoe modified	
Carb: S&S	Oil system: H-D	
Air cleaner: S&S	Primary cover: factory	
Pipes: drag	Seat: Danny Gray	
Mufflers: none	Sissybar: none	
Transmission	**Forks**	
Year: 1974	Type: wide glide	
Modifications: Zippers	Extension: 4 inches over	
Shifting: backwards	Builder: Rick's	
Engine sprocket: 24-tooth	Special features: aluminum triple trees	
Trans sprocket: 22-tooth	**Wheels**	
Wheel sprocket: 51-tooth, slotted	**Front**	**Rear**
Paint	Size: 21-inch	Size: 16-inch
Molding: Rick's	Hub: H-D	Hub: H-D
Painter: Wayne Jarrett	Rim: 2-inch	Rim: 4.5-inch
Color: Viper Red	Tire: Avon	Tire: Avon
Type: lacquer	Brake: JayBrake	Brake: JayBrake
Special paint:		
Other special modifications: Jerry Branch heads, Rick Doss custom oil tank, coil cover, fender rails, dash panel, and chain guard.		
Photos: Bill Ellis		

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What A Name For A Harley

FRED

Yeah, I know, nobody in their right mind would name one of Milwaukee's proudest "Fred." 'Course, what Harley freak is—in his right mind, that is. I mean there are people who would doubt the sanity of anybody who drove 400 miles every weekend—for 10 months straight—only to bask in the pleasure of greasy hands and busted knuckles. To say nothin' of what they'd say about the mega bucks Mike spent or the miles he drove collecting parts. But fuck 'em! Those people don't count anyway. Hell, they wouldn't think a thing about the bike bein' named Fred.

So what's the story behind the name? Well, bros, I hate to say it, but it's a female thing. Didn't any of you knuckleheads see "White Men Can't Jump"? Ya gotta listen to the woman. Mike did. Or maybe, being a Southern boy, he just naturally knew such downhome wisdom. Whatever. He knew not to argue when his wife, Glenda, walked into Roger Snapp's shop in Knoxville for the first time, took one look at the bike, and named it Fred.

Besides, there was nothing to argue about; apart from the bike's name, the rest was Mike's. And Roger Snapp, who sold the bike to Mike, knew just what Mike would do to it—which is why he sold it to him in the first place.

What you're lookin' at is a new 1963 Panhead. Not possible, ya say. Back up and read the spec sheet—carefully. Now what do ya say? The only reproduction part on this bike is the battery. Oh, Gene Lummus—who Mike claims is an undiscovered master—did some sheetmetal work. But even that work and his paint theme were directed toward →

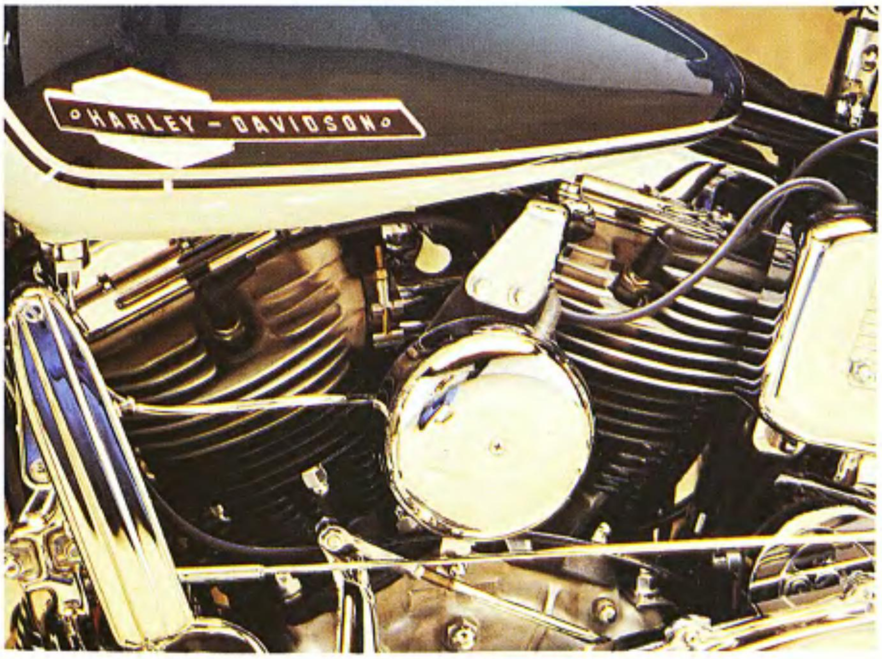
HARLEY-DAVIDSON

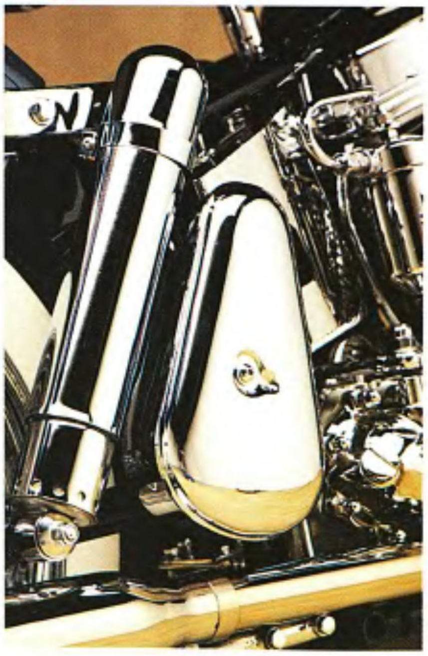
THIRD PLACE WINNER
Easyriders Bike & Tattoo Show Tour
Charlotte, North Carolina, April 8-10, 1994.
Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, Feb. 1995

making the bike look original. Look, hell, it *is* original right down to the fuckin' rims. Mike even found an original fork lock still in the box. About the only thing on the bike not original is the chrome, and there's plenty of that. Mike had every nut, bolt, and clamp plated.

Hopefully, all this tender loving care will spare Mike from Fred's curse. Yeah, Fred's cursed. Seems everyone who's owned him to date has had a money problem spelled D-I-V-O-R-C-E. Then again, since Mike put in all that work toward making Fred as the day he rolled off the assembly line, he just may be the very first to escape Fred's curse.

—Silent





Owners: Mike and Glenda Cruze	**City:** Fairview, Tennessee	
General	**Frame**	
Fabrication: owner	Year: 1963	
Year and make: 1963 H-D	Buider: H-D	
Model: FLH Duo Glide	Type: swingarm	
Value: not for sale	Rake: stock	
Assembly: owner	Stretch: none	
Time: 10 months	Other alterations: all joints moved	
Chroming: Advanced Plating	**Accessories**	
Engine	Bars: buckhorn	
Year: 1963	Risers: original	
Model: Panhead	Grips: H-D	
Rebuider: owner/Roger Snapp	Mirrors: stock	
Ignition: stock, dual point	Fenders: original	
Displacement: 74 cubic inches	Headlight: original	
Lower end: stock	Taillight: original/glide	
Balancing: H-D	Speedo: H-D	
Pistons: H-D	Front pegs: original floorboards	
Cases: stock	Rear pegs: none	
Heads: original	Electrics: 6-volt	
Cam: factory	Gas tank: H-D	
Lifters: hydraulic	Oil tank: original, chromes	
Carb(s): Linkert	Oil system: stock	
Air cleaner: original stainless steel	Primary cover: original	
Pipes: H-D	Seat: solo	
Mufflers: rocket	Sissybar: none	
Transmission	**Forks**	
Year: 1963	Type: Duo Glide	
Modifications: none	Extension: none	
Shifting: foot	Builder: H-D	
Engine sprocket: stock	Special features: chromed	
Trans sprocket: 24-tooth	**Wheels**	
Wheel sprocket: 51-tooth	**Front**	**Rear**
Painting	Size: 16-inch	Size: 16-inch
Molding: none	Hub: star	Hub: star
Painter: Gene Lummus	Rim width: WM5	Rim width: WM 5
Color: HF turquoise	Tire: Dunlop	Tire: Dunlop
Type: lacquer	Brake: mechanical	Brake: hydraulic
Special paint: FLH tank scheme		
Special thanks: to Roger Snapp in Knoxville, Tom at Advanced Plating, and Gene Lummus, for the perfect finished product.		
Photos: Steve Coonan		

Easyriders Magazine ®
Illustration: David Mann

ON THE ROAD

STURGIS 1994 AUGUST 8-14

It's a party. For the 54th year, Sturgis, South Dakota, residents are gearing up for the smell of nitro and burning rubber, and the more than 150,000 hard-ridin' bros streaming into the Black Hills area, hungry enough to eat dirt and dust at the Sturgis Rally & Races, August 7-13.

This year, mixed in with the dirt track races, drag races, half-mile races, amateur hillclimbs, and various tours, a couple of new wrinkles have been added. For the first time, the Governor's Tour, scheduled for August 12 to the Crazy Horse Monument, has invited the governors of all states throughout the country to mount their bikes and blow off some serious steam.

Also new is the Sturgis Food Court, located near the city's only liquor store, The Stoddy Shoppe. Brothers and sisters can now kick back at picnic tables, grub on Greek, Mexican, Cajun, and more, and not miss a beat of the fast-paced action and revelry on Lazell Street.

City coffers, as usual, will overflow. In 1993, the city alone realized a total income of $298,300 from the event. Last year, money from rental fees of city property was placed into the operating costs of the Sturgis Community Center and toward the purchase of a new fire truck. The income influx into the state is conservatively estimated at $114,300,000.

This is heady, impressive stuff. Yet, a nagging issue in Sturgis, if not everywhere else in the world, is the so-called "biker image." Economy boost aside, not everyone in Sturgis is exactly enamored with the free-spirited bros on their showy choppers and the scantily clad babes perched behind them. Rod Woodruff, a Belle Fourche attorney who owns the Buffalo Chip Campground outside of Sturgis, came up with a plan to combat the problem and give bros some good press.

Rod has proposed to build a house for the Black Hills Area Habitat for Humanity, a nonprofit organization committed to helping to eliminate poverty housing, at the Buffalo Chip during this year's Rally & Races. Volunteer bikers will supply the material and labor, providing what Rod calls a "blitz build." The whole project is expected to be completed in six mornings during the Rally, before being moved onto a foundation at a site in Sturgis.

The plan offers a chance for bros to leave behind visible and undeniable proof of their open involvement in the community, apart from the stream of their hard-earned cash, and help with a shortage of low-income housing. And, a needy family gets a chance to live in a home of its own. Great plan. It should have been a done deal. It should have invited a round of applause, even. Not so. Problems ensued. The Buffalo Chip's reputation for what some residents consider "rowdy and bawdy behavior," mostly in the form of a wet T-shirt contest, prompted some residents to attempt to sour the plan.

Rod, whose beer license was suspended a while back over the "notorious," ever-popular, wet T-shirt contest issue, but has won the case at a trial level and now awaits a ruling, doesn't understand the opposition.

"This is an opportunity to improve the image of the bikers," Rod says. "Bikers are good people. But opposition aside, many residents have come forward and supported the project.

"I want bikers coming to Sturgis for the '94 Rally to know there is a project which they can take pride in participating in, and which should reflect favorably on the entire biker community. It will go on as planned."

Still, politics and problems aside, the 1994 Sturgis Rally & Races expects record-breaking attendance. And the normally quiet, pastoral, Black Hills communities will be emblazoned with the collective hum and steady throng of bikers on some of the best scoots in the country, as they make their way through the winding roads on their way to Sturgis. "Image" is not their concern. Competition, shows, concerts, and races are waiting, and the camaraderie of the biker community that is like no other.

—PJ

TO STURGIS

DAILY EVENTS:

RALLY REGISTRATION
Where: Rally Headquarters in the Armory, Junction and Main, or Sturgis Community Center, 4th and Lazelle St.
When: 10 a.m.-7 p.m. daily
Info: (605) 347-6570

EASYRIDERS TRUCK
Features: Full line of *Easyriders* merchandise; includes Sturgis memorabilia T-shirts.
Where: Black Hills Gold Truck Stop, Boulder Canyon, Sturgis, on road to Deadwood.
When: 9 a.m.-9 p.m. daily
Info: (605) 347-4576

CONCERTS
Features: Alan Ross & Hank Rotten, Jr., Back Alley Gators, Burnt River Band, Joy Ford Band, Regulators.
Where: Buffalo Chip Campground, Hwy. 34, Airport Rd.
When: Begins Friday, Aug. 5, daily, at dusk
Info: (605) 347-2331
(Note: For complete concert details, consult the following publications upon arrival in Sturgis: *Rally Daily* newspaper, *Buffalo Chip Gazette*. Or, call (605) 347-6570.)

FOOD COURT
Where: Lazelle St., between Junction and First St., Sturgis.
When: daily

HARLEY-DAVIDSON DEMO RIDES
Where: Super 8 Motel, Sturgis
When: August 9-13
Info: (605) 347-6570

INDOOR HARLEY-DAVIDSON SHOW
Where: Rushmore Plaza Civic Center, Rapid City
When: August 9-13, 10 a.m.- 6 p.m.
Info: (605) 347-6570

NATIONAL MOTORCYCLE MUSEUM
Features: European and American motorcycles; most expensive cycle bought at auction.
Where: South Junction Ave.
When: 9:30 a.m.-9:30 p.m. daily
Info: (605) 347-4875

GENERAL INFORMATION:
Following options are available through Sturgis Rally & Races, Inc., P.O. Box 189, Sturgis, SD 57785. Phone: (605) 347-6570 or FAX: (605) 347-3245. All options must be prepaid or paid via credit card if the amount is $10 and over.

EMERGENCY PHONE NUMBER FOR ATTENDEES:
(605) 347-6570
Messages will be taken 8 a.m. to 7 p.m., August 6-13. Messages will be posted on message boards located at Rally Headquarters in the Armory, Junction and Main, or the Motorcycle Expo, Sturgis Community Center, 4th and Lazelle St.

INFORMATION PACKET:
Provides accommodations information, maps, schedules and general guidelines for planning your trip. Cost: $3 shipping and handling. Info: (605) 347-6570

VENDOR PACKET:
Offers general information packet, as well as rental sites for selling products. City, county and state laws/ ordinances included; advertising options available. $15. (605) 347-6570

RACE TICKET PACKAGE:
New offer. Includes tickets to Sturgis races plus racing T-shirt. $40. (605) 347-6570

FRIENDS OF THE RALLY:
Membership organization. Offers information, products and special options. Membership runs from August to August. $10. Information: (605) 347-6570

TOUR PRE-REGISTRATION:
Call (605) 347-3418 or write Jackpine Gypsies Motorcycle Club, P.O. Box 627, Sturgis, SD 57785. (605) 347-6570

WEDDINGS:
Package offers South Dakota license procedures, sites for ceremonies, persons to conduct ceremonies, flowers, and cake options. Free of charge. (605) 347-657

CALENDAR OF EVENTS:

Note: Sturgis Dragway at the Sturgis Fairgrounds, Ballpark Rd., is offering a total racing purse of $40,000; purse, per dragway event, was not made available.

MONDAY, AUGUST 8
Vintage 1/2-mile race: Sturgis Fairgrounds, Ballpark Rd. Dirt track racing. 1 p.m.
In concert: Confederate Railroad, Buffalo Chip Campground, 10 p.m.

TUESDAY, AUGUST 9
Northern Hills Tour: Leaves from Motorcycle Expo to Devils Tower and Spearfish Canyon. Ticket includes lunch. 250-bike limit per tour. Fee is $20/person—includes meal, patch, road guards, and a chase truck to haul you and your bike home, if necessary, 9 a.m.
Sturgis King of the Hill: Sturgis Dragway, 6 p.m.
AMA Pro Am Short Track: Jackpine Gypsies Grounds, 7 p.m. Purse: $1,000.

WEDNESDAY, AUGUST 10
Southern Hills Tour: Leaves from Motorcycle Expo, Sturgis Community Center, 4th and Lazelle St., to Mt. Rushmore, Custer State Park. Bike limit, 250 per tour. $20 ticket includes meal, patch, road guards and chase truck, 9 a.m.
AMA Amateur Hillclimb: Jackpine Gypsies Grounds, 11 a.m.
FLASH and AHDRA Tune and Test: Sturgis Dragway, 6 p.m.
In concert: Marshall Tucker Band, Buffalo Chip Campground, 10 p.m.

THURSDAY, AUGUST 11
Jackpine Gypsies Pro-Am 1/2-Mile Race: Sturgis Fairgrounds, Ballpark Rd. Features 883 Harley Class. $2 price reduction with current H.O.G. card. 1 p.m. Purse: $4,000; with 883 class, $2,000.
AHDRA Nat'l Semi-Finals: Sturgis Dragway. $2 off with current H.O.G. card. 6 p.m.

FRIDAY, AUGUST 12
Governor's Tour: Leaves from Motorcycle Expo, Sturgis Community Center, 4th and Lazelle St. Led by Governor Walter D. Miller to Crazy Horse Monument. All states and territories invited. Fee: $5/person. Participants will receive a special logo pin, 9:30 a.m. →

Open Hillclimb: Jackpine Gypsies Grounds, 11 a.m. Purse: $2,000.
AHDRA National Finals: Sturgis Dragway, 6 p.m.
Pro-Am Short Track: Jackpine Gypsies Grounds, 7 p.m. Purse: $5,000.

SATURDAY, AUGUST 13
Jackpine Gypsies Pro-Am 1/2-mile: Sturgis Fairgrounds, 1 p.m. Purse: $4,000.
Drawings: Harleys, Black Hills gold rings.
Motorcycle Expo, Sturgis Community Center, 4th and Lazelle Streets, 5 p.m.

EXHIBITORS:

The following companies will be exhibiting at Sturgis. Drop by and support their efforts.

ACCEL MOTORCYCLE PRODUCTS
Location: Sturgis Community Center, 4th and Lazelle Streets
Product(s): Motorcycle ignition; electrical; engine management

AHDRA
Location: Sturgis Dragway, Sturgis Fairgrounds, Ballpark Road
Product(s): All-Harley drag racing

AIM/NCOM
Location: Rally Headquarters in the Armory, Junction and Main Streeets
Product(s): Free legal/legislative info

AMERICAN MOTORCYCLE INSTITUTE
Location: Armory, Junction and Main St.
Product(s): n/a

AVON TYRES
Location: Black Hills Gold Shop, Hwy. 34 and I-90
Product(s): Tires

BAD BETTY SQUADRON
Location: Motorcycle Expo, Sturgis, Community Center, 4th and Lazelle Streets
Product(s): Biker clothing

BAD BONES
Location: Sturgis Community Center
Product(s): Billet covers, carb kits, exhaust systems, leather boots, jackets, clothing, T-shirts, etc.

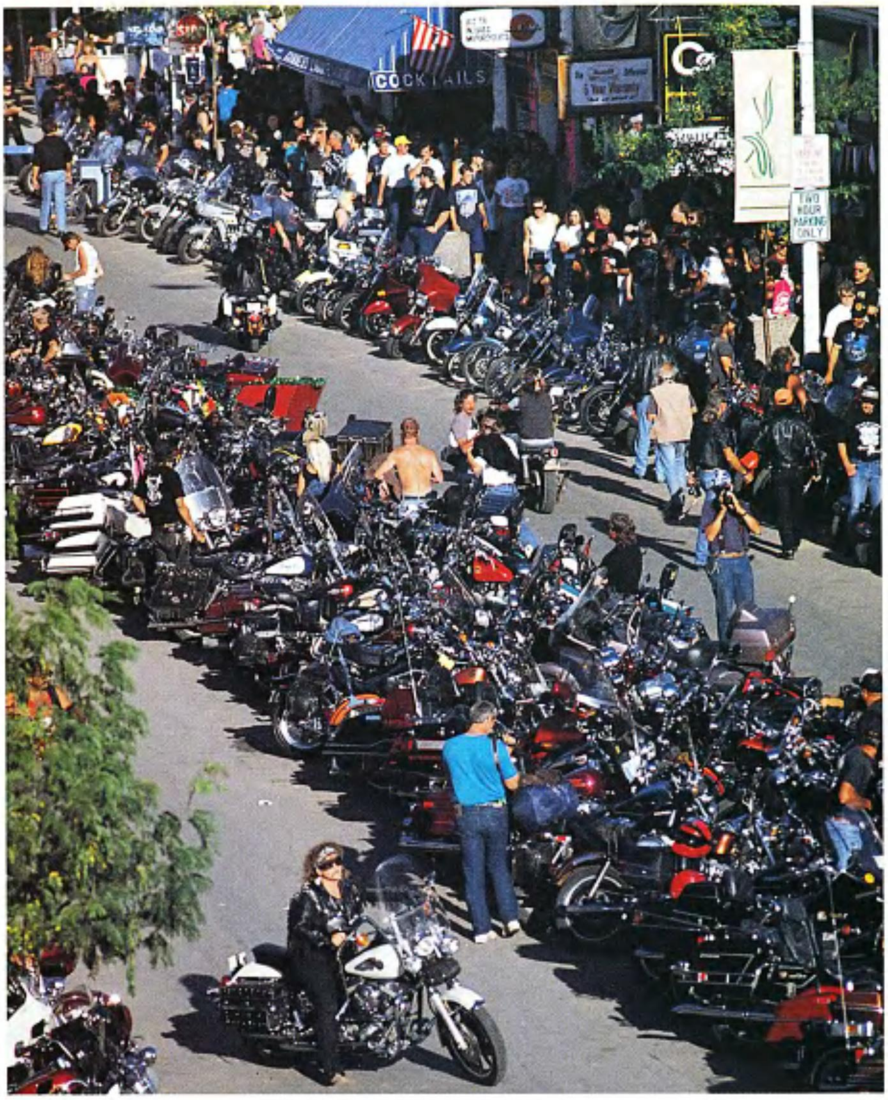
BALD MOUNTAIN MOCCASINS
Location: Hog Mall; 100 Block of Main St.
Product(s): Custom-made boots

BIG SKY VIDEO PRODUCTIONS
Location: Norwest Bank (Main St., in front of Easter Seals); Sterling Silver; Big Daddy Rats Chopper Show
Product(s): Sturgis1994 video; additional listings

BLACK HILLS LEATHER COMPANY
Location: 12324 Shephard St., Sturgis
Product(s): $3 mail-order catalog only

BLITZ KRIEG
Location: 1124 Main Street
Product(s): Phantom pads

MIKE CORBIN
Location: Junction Avenue at drug store
Product(s): Corbin motorcycle saddles



CRANE CAMS
Location: Sturgis Motorcycle Expo, Sturgis Community Center, 4th & Lazelle Streets
Product(s): Cam shafts, valve train components; ignitions for H-Ds

CUSTOM CYCLE ENGINEERING
Location: Sturgis Community Center parking lot, 4th and Lazelle Streets
Product(s): Billet products, including: triple trees, finned rocker covers, derbys, dual coil systems, Springer accessories, risers, fork tubes, axle caps, pasties

DAYTON SHOE COMPANY
Location: Motorcycle Expo, Sturgis Community Center, 4th & Lazelle
Product(s): men's and women's motorcycle boots, nikwax proofing for leather, Blue Johns thermal underwear

DR. NEON
Location: Sturgis Community Center, 4th and Lazelle Streets
Product(s): Glow job; grips, billet accessories

DRAG SPECIALTIES
Location: Motorcycle Expo, Sturgis Community Center, 4th and Lazelle Streets, Armory, Junction and Main
Product(s): motorcycle accessories

GLENCOE CAMP RESORT
Location: three miles east of Sturgis on Hwy. 34
Product(s): Camping

HARLEY-DAVIDSON
Location: Rushmore Plaza Civic Center, Rapid City
Product(s): motorcycles, genuine accessories, Motorclothes

HARLEY WOMEN MAGAZINE
Location: Hog Heaven Campground, 1818 West Blvd., Rapid City. Exit 30, left off I-90
Product(s): Subscriptions, T-shirts, patches, bumper stickers

HI-JACKER
Location: Junction Avenue, across from National Motorcycle Museum.
Product(s): Motorcycle lift and stand

HIPPY'S M/C PARTS
Location: 2nd and Main, First Western bank parking lot
Product(s): H-D parts and accessories

HITCH DOC
Location: 940 Main St.
Product(s): motorcycle hitches, trailers, FLH oil drains

JAGG OIL COOLERS
Location: Junction Avenue near freeway
Product(s): Oil coolers

J&P CYCLES
Location: National Motorcycle Museum, South Junction Avenue; Hall of Fame; Sturgis Community Center, 4th and Lazelle Streets
Product(s): New parts

PAT KENNEDYS CUSTOM CYCLES
Location: Sturgis Community Center
Product(s): full product line: frames, front ends, 80-and 120-spoke wheels, motorcycles

MB STRINGS
Location: Armory, Junction and Main Streets
Product(s): Only official licensed toy bank

MIKUNI AMERICAN
Location: National Motorcycle Museum parking lot, South Junction Ave.
Product(s): Carburetors

MONTANA KNIVES
Location: Northwest corner of 4th and Main Streets
Product(s): Knives

MOUNTAIN & PLAIN MOTORCYCLE NEWS
Location: various locations throughout Sturgis
Product(s): "Free" newspaper

MUSTANG M/C PRODUCTS
Location: South Junction Ave. next to National Motorcycle Museum
Product(s): Seats

NATURAL EDGE LEATHER
Location: National Motorcycle Museum parking lot next to KüryAkyn, South Junction Ave.
Product(s): Iron braid

ARLEN NESS
Location: 1124 Main St.
Product(s): aftermarket bike products

PROGRESSIVE SUSPENSION
Location: National Motorcycle Museum parking lot, South Junction Ave.
Product(s): Front and rear suspension products

QWIK SILVER II, INC.
Location: Sturgis Community Center
Product(s): Carburetors and carb kits

SAMSON MOTORCYCLE PRODUCTS
Location: Sturgis Community Center, 4th and Lazelle Streets
Product(s): H-D exhaust systems

SANDANA, AMERICA'S HEADGEAR
Location: Corner of Main Street and 3rd
Product(s): Headbands, bandannas

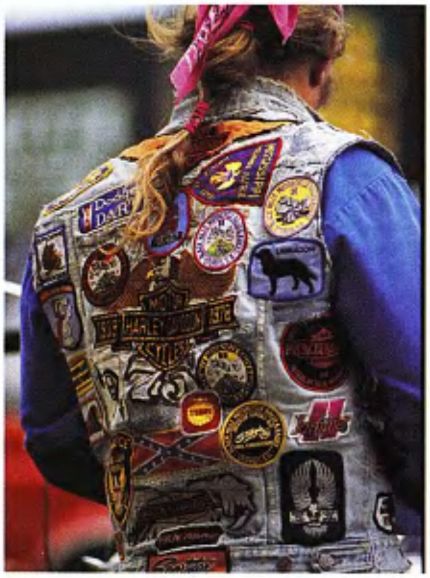
SPECTRO OILS OF AMERICA
Location: Junction Avenue Trade Show, 2218 South Junction Ave.
Product(s): Motorcycle lubricants

TILFORD GULCH RALLY CAMPGROUND
Location: Tilford, Exit 40 off I-90
Product(s): Camping, meals, security, picnic tables, public phone, free morning cup of coffee, free BBQ Thursday night

2-WHEELERS M/C SHOP
Location: 1124 Main St.
Product(s): H-D parts and accessories

VENT TECH LEATHER APPAREL
Location: D&L House of Leather; Wrigley Field Pub parking lot, I-90, Exit 30.
Product(s): Leather apparel

V-TWIN, INC.
Location: Mrs. Al's Swap Meet, 1219 Main St.
Product(s): Short block 80-inch motors, all new close ratio 4-speed transmissions



WHITE BROTHERS
Location: Adjacent to the National Motorcycle Museum, South Junction Avenue
Product(s): bike performance products

XZOTIC CYCLE PRODUCTS
Location: 1016 Main St. (Century 21 bldg.)
Product(s): Pan solution for Evolutions

EDITOR'S NOTE:
There are numerous hotels, motels, and camping facilities in Sturgis and its surrounding areas that are not listed below. The following are facilities that still had vacancies when *Easyriders* magazine went to press. The city of Sturgis no longer has rooms available.

CAMPGROUNDS:

BEAR BUTTE STATE PARK
Exit 32 off I-90, 7 miles east of Sturgis on Hwy. 79. No showers or RV hook-ups. Info: (605) 347-5240

BUFFALO CHIP CAMPGROUND
Hwy. 34, Airport Rd. Showers, vendors, restaurants, entertainment.
Info: (605) 347-2331

DAYS END CAMPGROUND
Exit 30 off I-90. Full hook-ups, showers, tent sites, laundry, groceries. Info: (605) 347-2331

EAGLE'S LANDING CAMPGROUND
Exit 30 off I-90, 1/2-mile west of Sturgis. Showers, firewood, RV hook-ups, bands, vendors, tattoo artists, events; free barbecue and beer Wed. night. Info: (800) 484-9629, ext. 2735

ELK CREEK CAMPGROUND
Exit 46 off I-90. Full RV hook-ups, cabins, heated pool, laundry, beer, food. Elk Creek Steak house nearby. Info: (800) 846-2267

GLENCOE CAMPRESORT
Two miles east of Sturgis on Hwy. 34. Shaded creek camping, tables, showers, food, beer, toilets, free firewood. Info: (800) 272-4712

HOG HEAVEN
Exit 30, left off I-90. 1818 West Blvd., Rapid City. Showers, food, entertainment, Side Car Sally's Saloon. Vendor spots. Info: (605) 348-5175

LUND'S CAMPGROUND
Exit 30 off I-90, Whitewood Rd. Showers, free firewood, vendor spots. Info: (605) 347-5083

RUSHMORE SHADOWSRESORT
South on Hwy. 16, 40 minutes from Sturgis. 200 sites, laundry, store, pool, showers, breakfast/lunch, clubhouse. Info: (605) 343-4544

STURGIS RUN CYCLE CAMP
One mile from downtown Sturgis. Features 80 acres, private showers. Info: (605) 347-4395

TILFORD GULCH CAMPGROUND
Exit 40 or 44 off I-90. Group rates, meals, showers, picnic tables. Info: (800) 827-1573

VANOCKER CAMPGROUND
Exit 32 off I-90. Showers, shade, tables, 5 hookups. Info: (605) 347-4556

HOTELS & MOTELS:

DEADWOOD
Whitetail Court: (605) 584-3315

SPEARFISH
Private Housing List: (605) 642-2626
Spearfish Canyon Lodge: (605) 584-3027

BELLE FOURCHE
Labelle Lodge: (605) 892-2634
Weyer Motel: (605) 892-2154

HILL CITY
Cornelis: (605) 574-2602
Crooked Creek: (605) 574-2418
Horse Thief Lodge: (Camping) (605) 574-2668
Lode Stone: (605) 574-2347
Mountain Shadow Chalets: (605) 574-2742
Quails: (605) 574-2364
Whispering Pines: (Camping) (605) 341-3667

KEYSTONE
Battle Creek Lodge: (605) 666-4800
Friendship Inn: (800) 424-0221
Powder House Lodge: (605) 666-4646
Roosevelt Inn: (800) 257-8923
Spokane Creek Resort: (605) 666-4609
Wagon Wheel: (605) 666-4426

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CUSTER

American Pres. Motel: (605) 673-3373
Best Western: (800) 523-1234
Chief Motel: (605) 673-2318
Custer Motel: (605) 673-2876
Dakota Cowboy Inn: (605) 673-4659
French Creek Inn Motel: (605) 673-3003
Hartman Haven B&B: (605) 673-2714
Mile Hi Motel: (605) 673-4048
Palmer Gulch Resort: (800) 233-4331
Shady Rest Motel: (605) 673-4478
Triple R Ranch: (605) 666-4605
Valley Motel: (800) 252-2446

HOT SPRINGS

Battle Mountain Motel: (800) 888-1304
Bison Motel: (605) 745-5191
Braun Hotel: (605) 745-3187
Dakota Inn: (605) 745-5873
El Rancho Motel: (800) 341-8000
Hide Away Cabins: (605) 745-5683
Larive Lake: (605) 745-3993
Log Cabin Court: (605) 745-5166
Skyline Motel: (605) 745-6980
Wayside Motel: (605) 745-3199

RAPID CITY

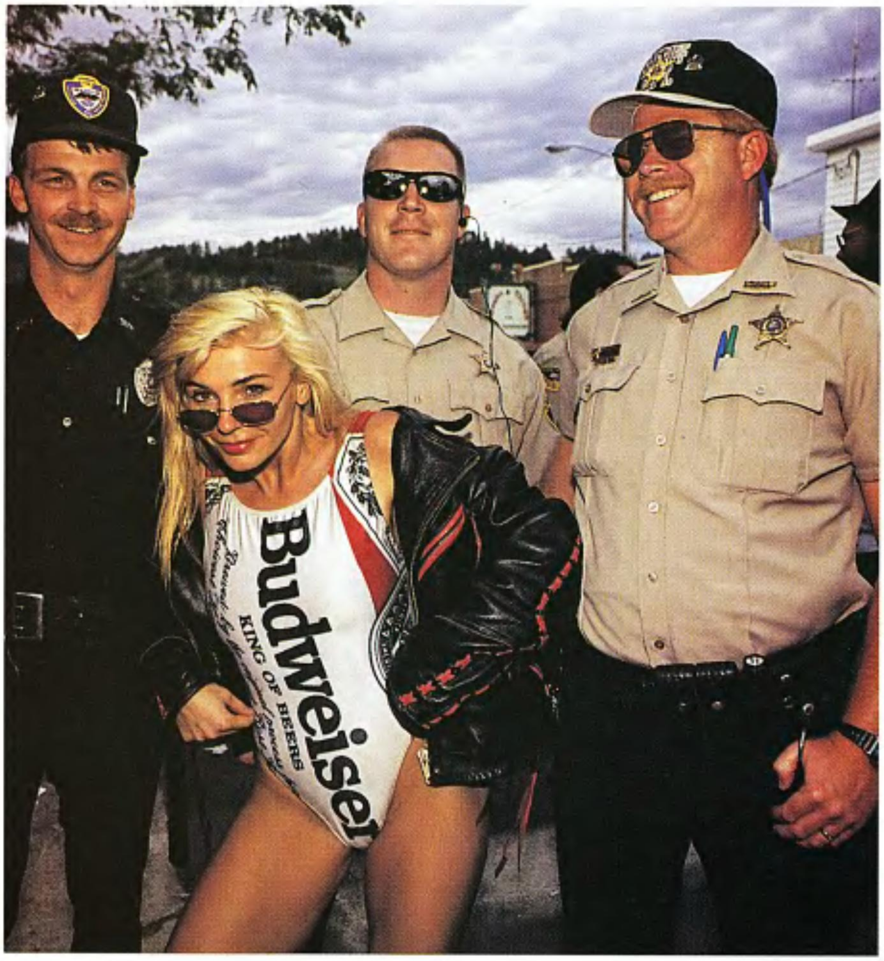
Avanti Motel: (800) 658-5464
Castle Inn: (605) 348-4120
H Bar D Lodge: (605) 341-7580

PRIVATE HOUSING:

available at press time)
Ed & Ann Artz: (605) 348-9833
Harold & Shiela Baker: (605) 642-5623
Heidi Baldwin: (605) 347-3635
Mike or Vicki Crackel: (605) 341-6572 or (605) 574-4407
Diamond L Guest Ranch: (800) 851-5909
Flying B Ranch: (605) 342-5324
Girl Scout Camp PAHA SAPA: (605) 343-6355
Liliane & Henry Howe: (605) 341-1137
Barbara Knott: (605) 342-2261
Paul Lindstrom: (605) 347-2673 (day) (605) 347-5891 (eve.)
Ardith McFarland: (605) 347-3153
Bob Nelson: (605) 666-4555
Bill Pearson: (605) 578-1567
John & Joan Rau: (605) 787-7073
O.J. or Ella Rock: (605) 347-2347
Joe & Brenda Schaffer: (605) 347-4659

CHAMBERS OF COMMERCE:

Belle Fourche Chamber of Commerce: (605) 892-2676
Deadwood/Lead Chamber of Commerce: (605) 578-1876
Hill City Chamber of Commerce: (605) 574-2368
Keystone Chamber of Commerce: (605) 666-4896
Custer Chamber of Commerce: (605) 673-2244
Hot Springs Chamber of Commerce: (605) 745-4140
Rapid City Chamber of Commerce: (605) 343-1744
Spearfish Chamber of Commerce: (605) 642-2626



Sturgis Chamber of Commerce:
(605) 347-2556

HOSPITAL:

Sturgis Community Health Care Center
949 Harmon St., Sturgis
(605) 347-2436

POLICE & AMBULANCE:

Call : (605) 347-2573

H-D PARTS & SERVICE:

Black Hills H-D:
141 E. Omaha, Rapid City,
(605) 343-9362

Blackhawk V-Twin's Custom:
11720 JB Rd., Blackhawk (Exit 48)
(605) 787-6363

Frank's Place:
9 Fairgrounds Loop Rd., Spearfish
(605) 642-8095

Nostalgia Cycle: 1970 Atlantic St., Sturgis,
(605) 393-2600

Pig Performance (Bros Club Dealer):
1330 E. St. Patrick, Rapid City
(605) 348-0752

Rimrock Performance Cycle:
Route 8, Sturgis
(605) 341-3878

Rock's Place:
1008 North St., Whitwood
(605) 269-2492

Rosco's Motorcycle Repair:
2250 So. Plaza Dr., Sturgis
(605) 394-9084

Sturgis H-D:
1073 Main St., Sturgis
(605) 347-3585

Wrench's Repair:
2451 S. Plaza Dr.,
(605) 342-1393

RACING GROUNDS:

Jackpine Gypsies Club Grounds:
I-90 west, exit 30, Sturgis

Sturgis Dragway:
Hwy. 34 east, Hwy. 79 north, Sturgis

TOWING:

Walt's Towing:
Raccoon Rd., Sturgis,
(605) 347-2764

—PJ

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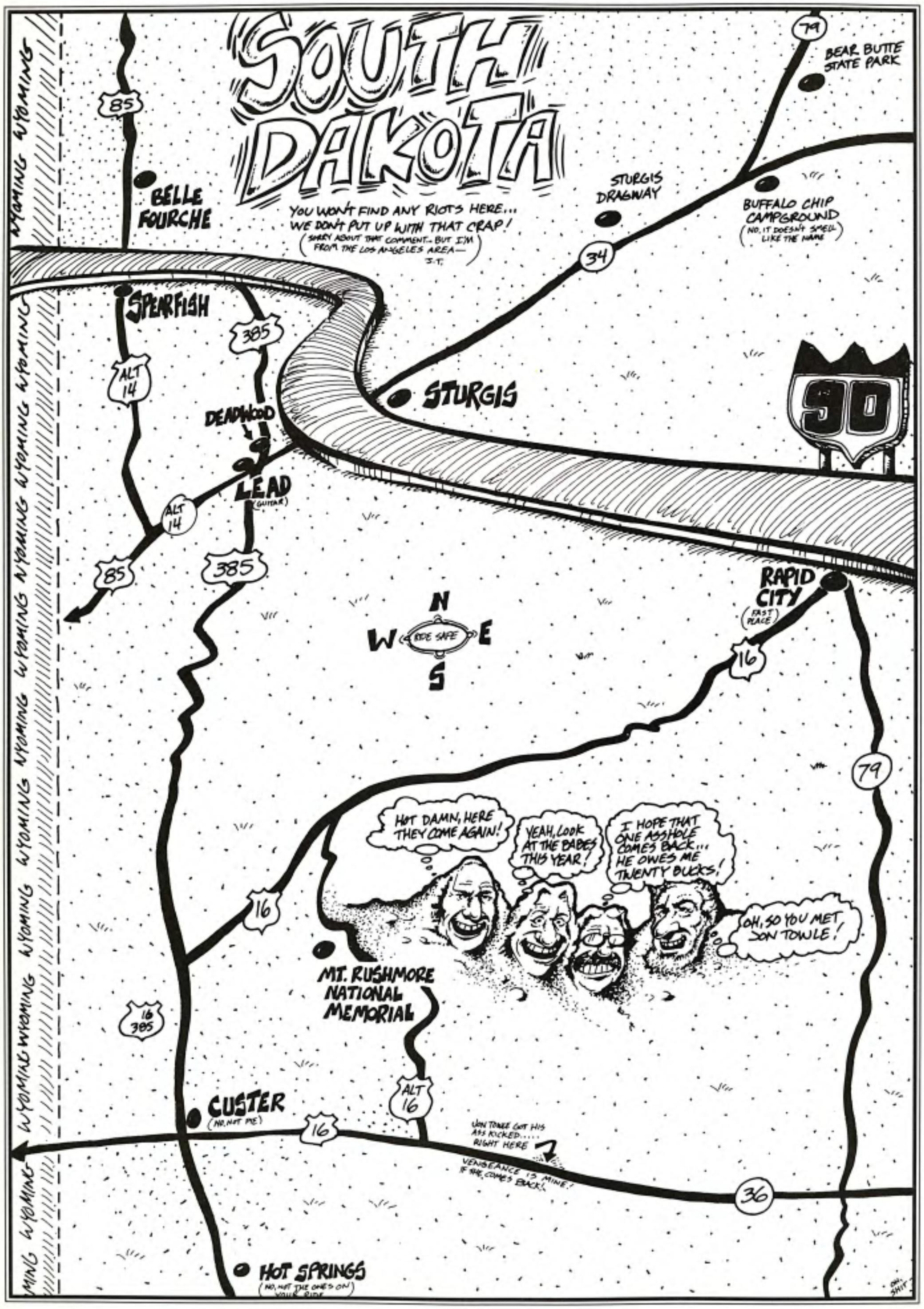
SOUTH DAKOTA
YOU WON'T FIND ANY RIOTS HERE...
WE DON'T PUT UP WITH THAT CRAP!
(SORRY ABOUT THAT COMMENT— BUT I'M FROM THE LOS ANGELES AREA— J.T.)
WYOMING
85
BELLE FOURCHE
SPEARFISH
385
ALT 14
DEADWOOD
LEAD (GUITAR)
ALT 14
85
385
79
BEAR BUTTE STATE PARK
STURGIS DRAGWAY
BUFFALO CHIP CAMPGROUND
(NO, IT DOESN'T SMELL LIKE THE NAME)
34
STURGIS
90
RAPID CITY
(FAST PLACE)
N
W
RIDE SAFE
E
S
16
79
HOT DAMN, HERE THEY COME AGAIN!
YEAH, LOOK AT THE BABES THIS YEAR!
I HOPE THAT ONE ASSHOLE COMES BACK... HE OWES ME TWENTY BUCKS!
OH, SO YOU MET JON TOWLE!
16
MT. RUSHMORE NATIONAL MEMORIAL
16 385
ALT 16
CUSTER
(NO, NOT ME)
16
JON TOWLE GOT HIS ASS KICKED..... RIGHT HERE
VENGEANCE IS MINE! IF HE COMES BACK!
36
HOT SPRINGS
(NO, NOT THE ONES ON
OH, SHIT

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- I-90 thru Gillette
- Oil Change Area
- Bike Wash Area
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$2.00 EACH
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1994 FLSTC heritage Softail Classic

• August 4-14, 1994 •

STURGIS RALLY & RACES

Benefiting the Easter Seal Society of South Dakota. Helping children and adults who have disabilities.
The 1994 Harley Davidson Heritage Softail Classic will be on display at the rally during Bike Week 1994. Look for it!
To enter, fill out the coupon. Enter as often as you wish. Write additional entries on a 2" X 4 1/2 piece of paper.
($2.00 each, 3 for $5.00, 7 for $10.00). Donation requested with each entry. Void where prohibited by law.
Drawing Saturday, August 13, 1994, at 5:00 PM at the community center, Sturgis, SD.
NEED NOT BE PRESENT TO WIN.

$2.00 EACH • 3 FOR $5.00 • 7 FOR $10.00

Sponsored in part by Petersen Harley Davidson, Pierre, SD 57501

REGISTER TODAY

all mail entries must received by August 10, 1994
— make checks payable to Easter Seals —

for more information call 605-224-5879

Mail to: Easter Seal Society of South Dakota
1351 N. Harrison, Pierre, SD 57501

Name ______
Address ______
City ______ State ______ Zip ______
Phone (____) ______
area code

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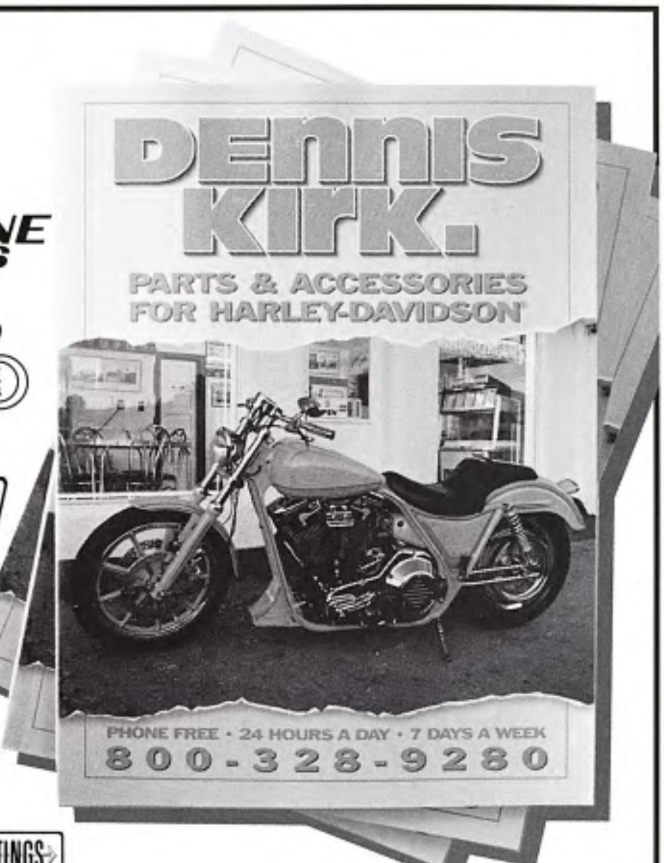

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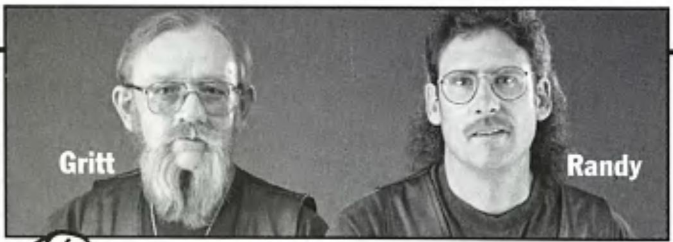

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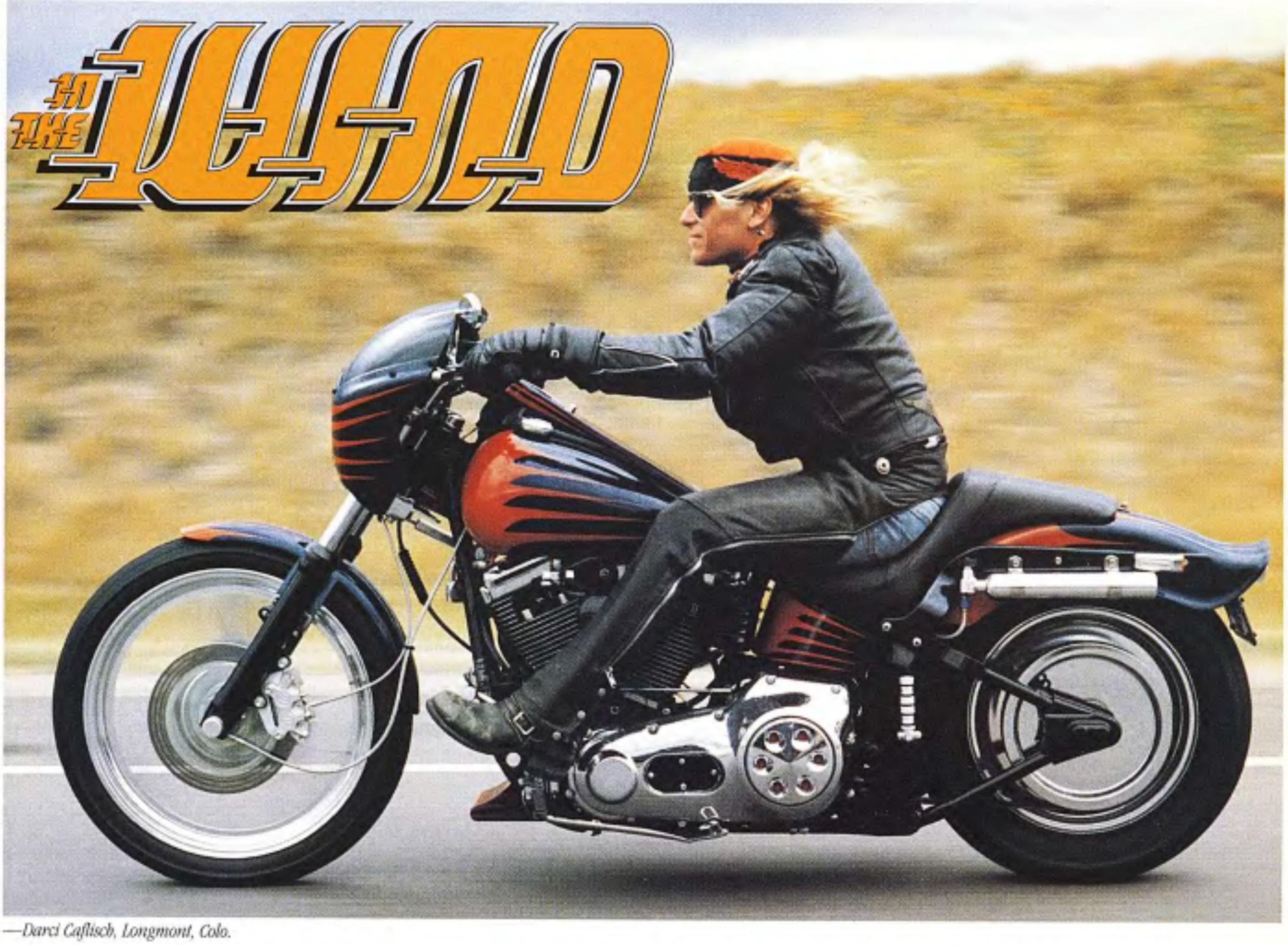
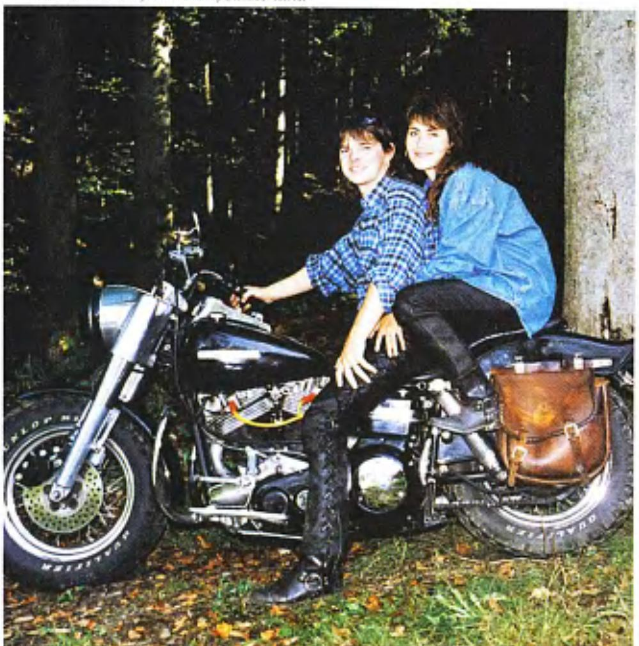


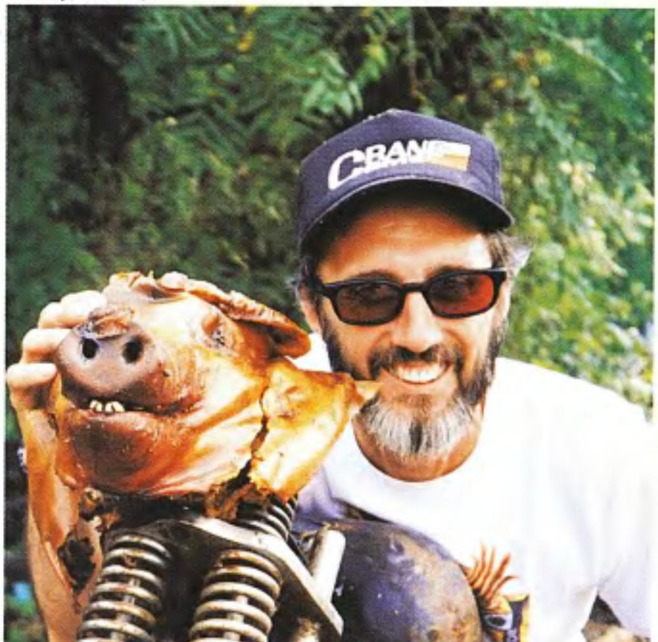
—Darci Caflisch, Longmont, Colo.

Each month we select the best pictures our readers send us and print them here. We appreciate them all, but we can use only good, in-focus, black-and-white or color prints (any size) and color slides (either 35mm or 2-1/4 x 2-1/4)—nothing else. Whether it's the exhilaration of a dude and his chick flyin' down the highway, the let-it-all-hang-out exuberance of a biker bash, or the eyeball-poppin' sight of a sexy honey showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah, dig this—we now pay $30 for every black-and-white photo we print, $100 for every color photo we print full-page, $50 for every color photo we print half-page, and $40 for every color photo printed smaller than half-page.) Please label all the photographs you send in with your name and address. Also, include a self-addressed, stamped envelope if you want your photos returned. Send photos to: In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

—Louis Zurkirchen, Menznau, Switzerland



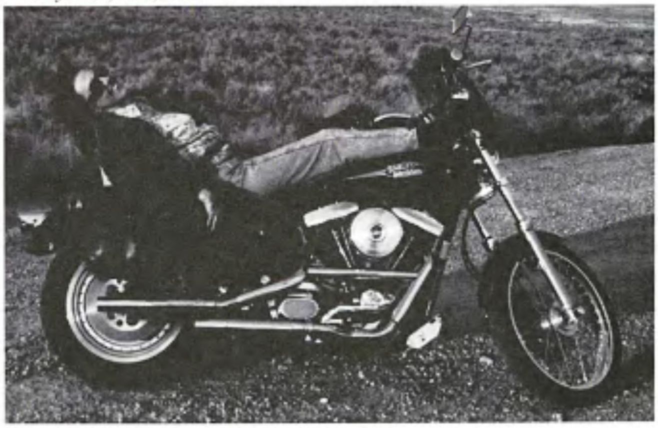
—Cholly, Herndon, Va.



—Ingrid Bodrogi, Paris, France

—Greg Curtis, Lancaster, Calif.

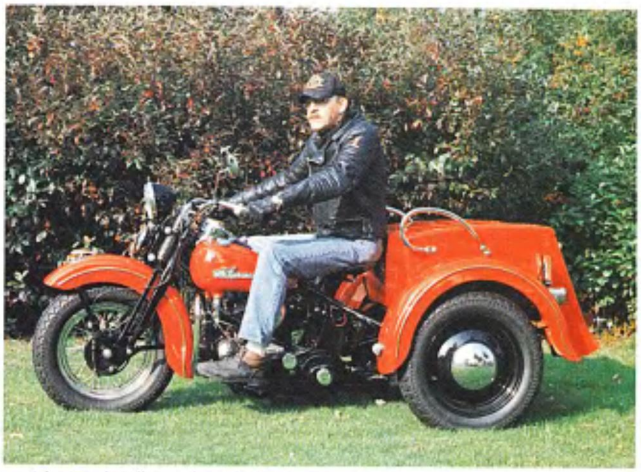
—Kathy Baird, Boise, Idaho



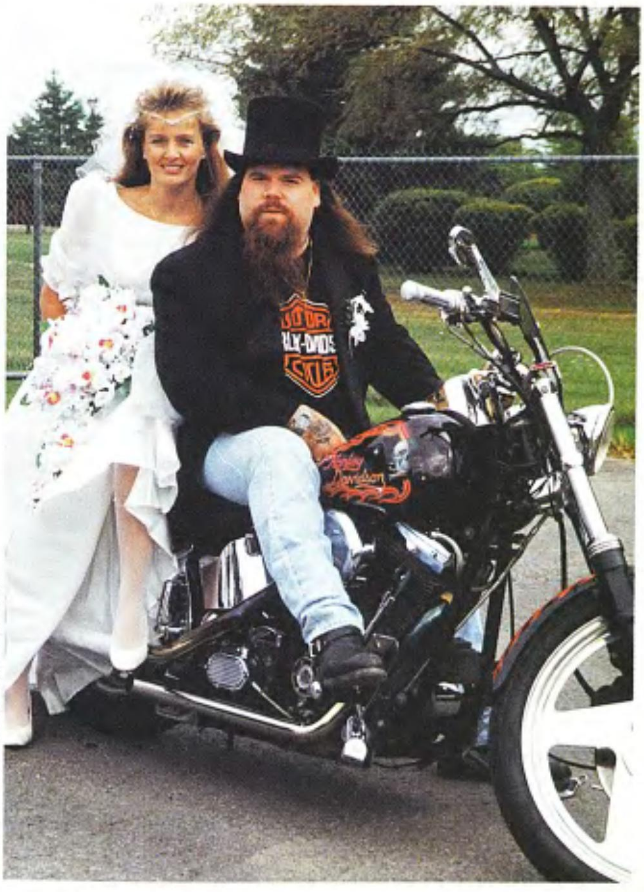
—John Price, Darien, Conn.

—Oklahoma Pete, Lawton, Okla.

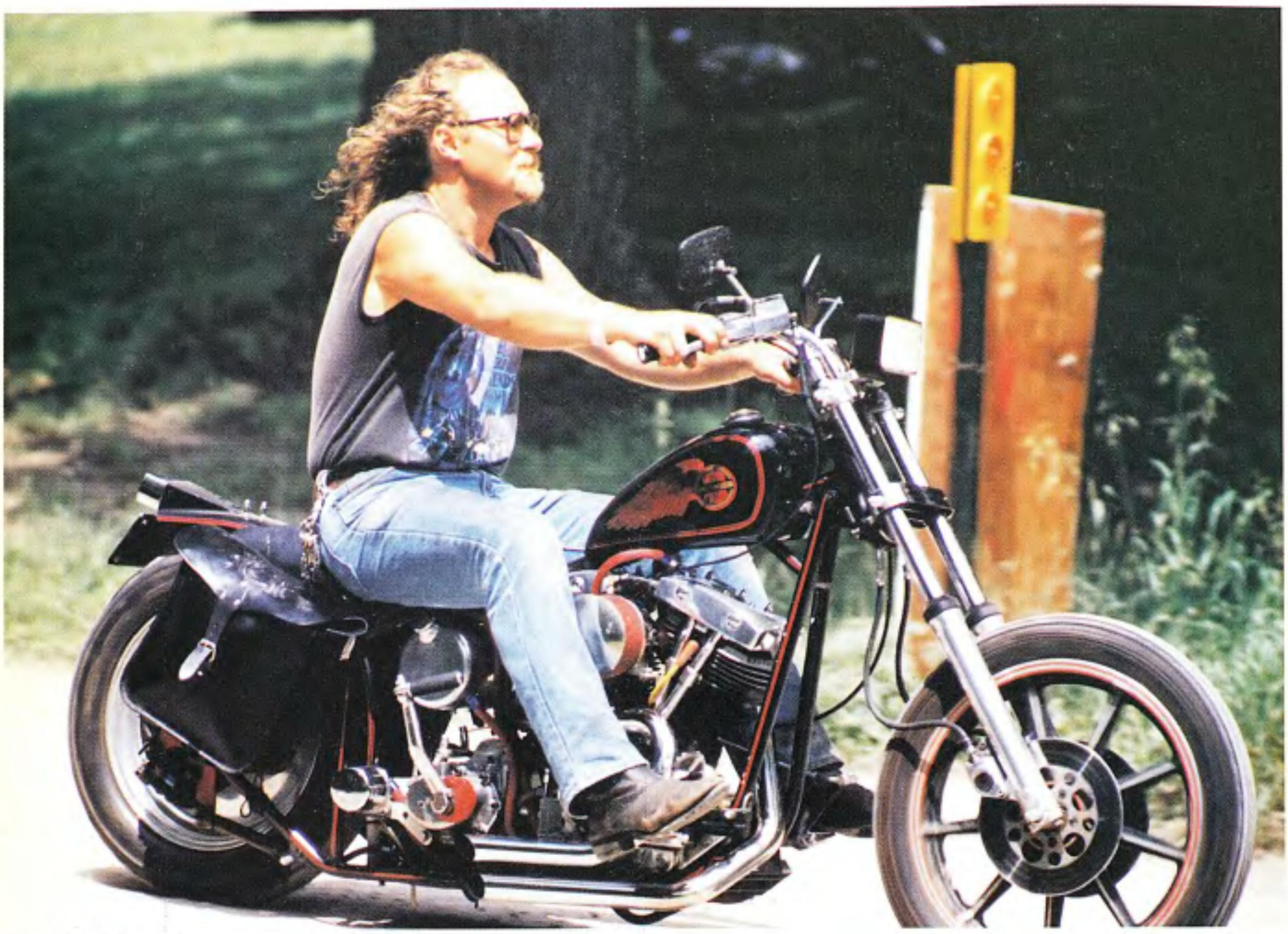
—Joris van Bennelom, Amsterdam, The Netherlands



—John Hessels, Tilburg, The Netherlands



—Chuck and Lisa Hird, Deseronto, Ontario



—Bret Brandt, Waterloo, Iowa

—Blue Bike Mike, On the road, Conn.

—Ronald and Tina Moore, Cherokee, N.C.

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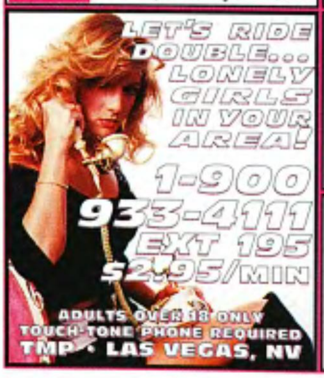

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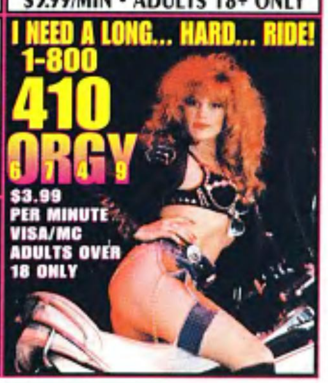

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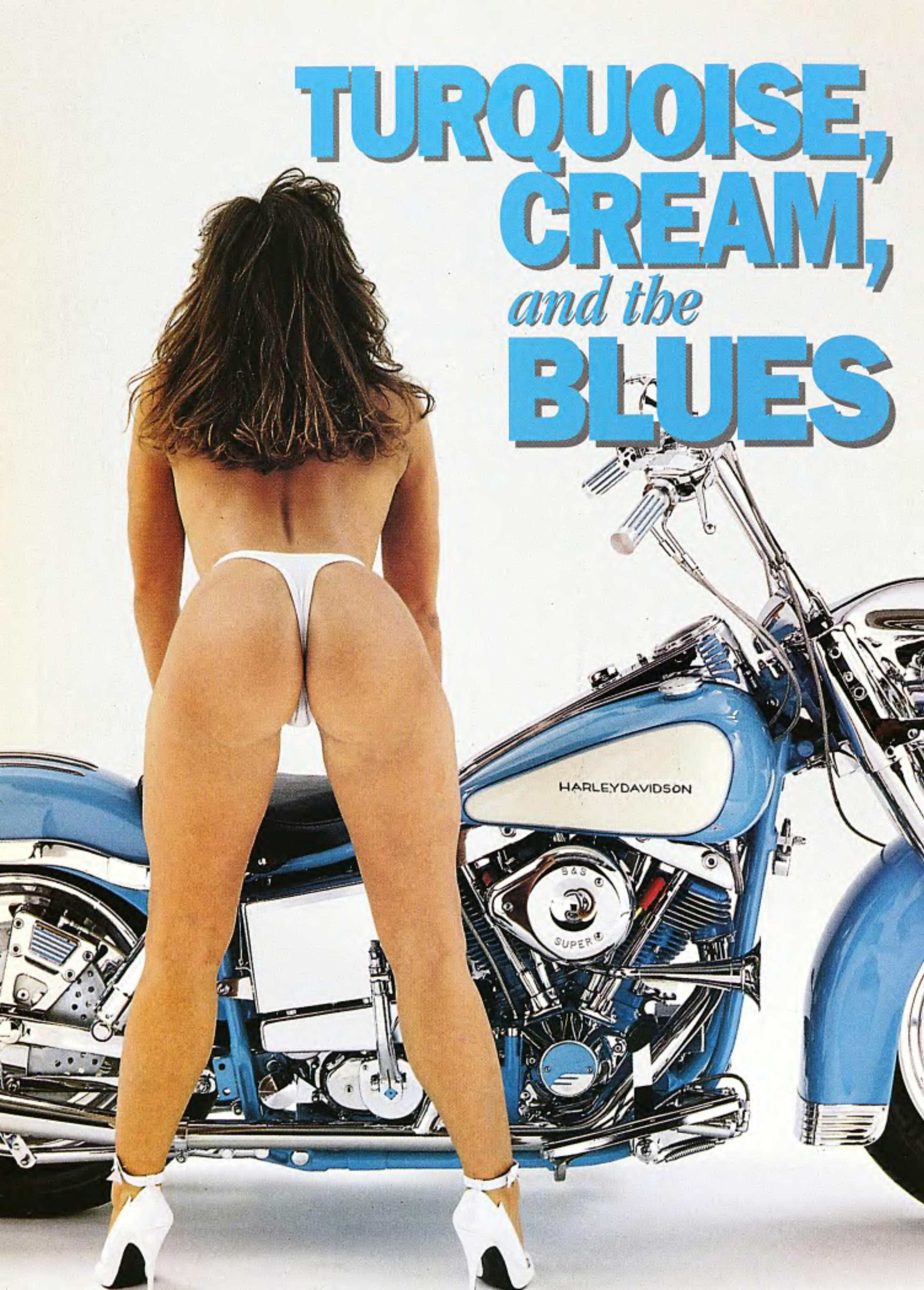
TURQUOISE, CREAM, *and the* BLUES



EASYRIDERS
HARLEYDAVIDSON
86 INCHS

EASYRIDERS
HARLEYDAVIDSON
86INCHS

The strains of the blues and the spirit of Jerry "The Hermit" drifted out over the little town of Milford, Ohio, while Terry Burton spent the past year working the '78 FLH into perfection.

Nothing but machine work on the engine, which was enhanced to 86 inches, was sent out to be done.

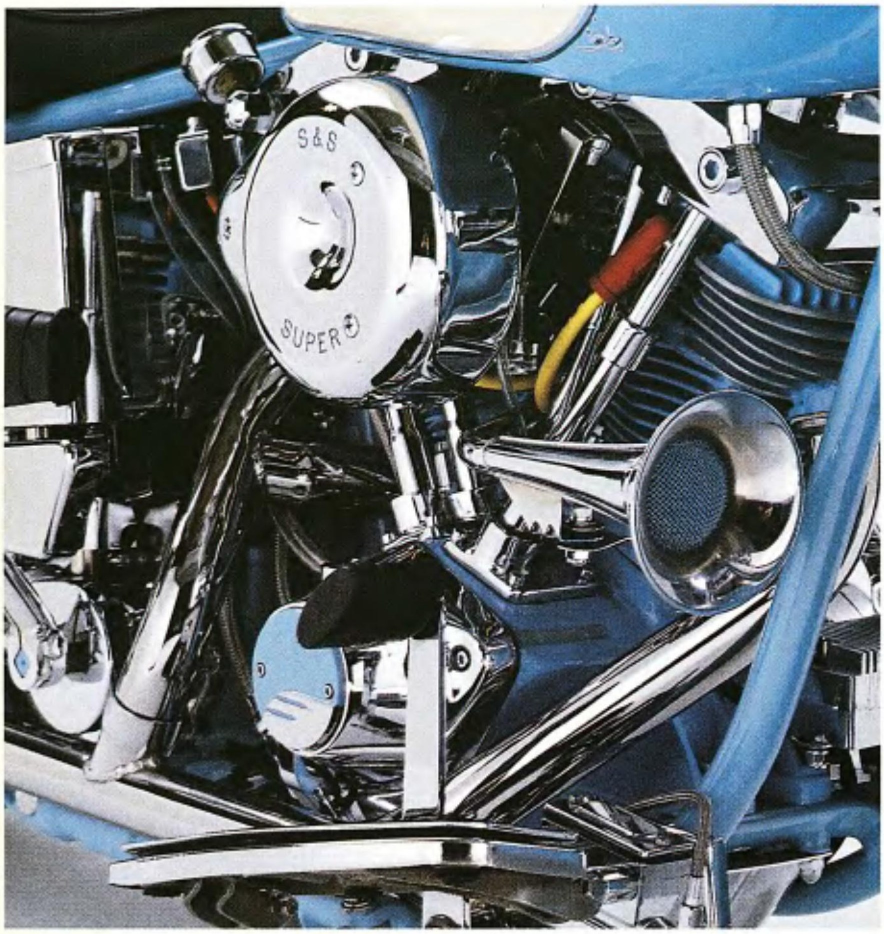
He had to take it down to redo a stripped exhaust stud, and once he started there was no looking back

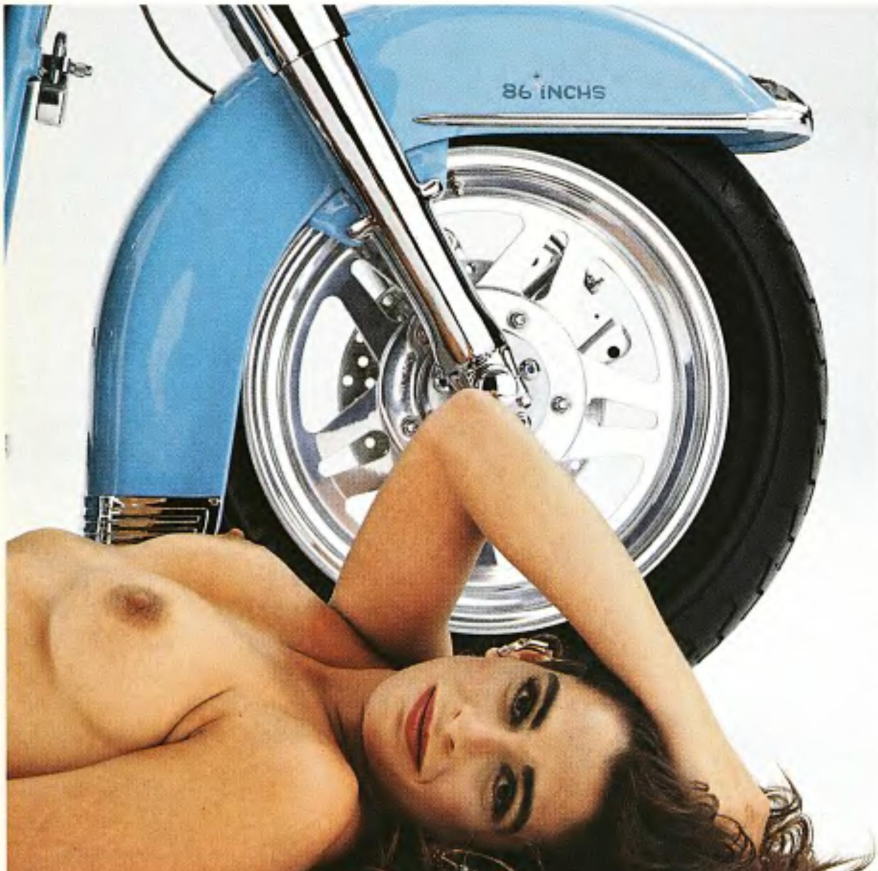
Terry did it all himself. He is an old hot rod builder who yearned for the old-style looks of the '70s. Just after Terry acquired the bike (from the original owner, no less), his friend and inspiration, The Hermit, was killed in an unfortunate accident. He was motivated to complete the job in his friend's memory, making the stock FLH into what he wanted, that old-style heavy, low look.

He had to take it down to redo a stripped exhaust stud, and once he started, there was no looking back. He went all the way to the bone and back up. Check out the details for yourself.

Terry is a graphic artist doing work for some unnamed company that makes something that sounds mysterious. He and his wife, Sondra, managed to raise three gorgeous daughters, now all in their 20s. Lots of wedding expenses for that trio. His nostalgia for a distinctive profile got the better of him: "I wanted a bike that had that certain low, fat-fendered, muscular look that evolved during the seventies," says Terry. Even the emblem has the *look* that Terry was searching for.

As he listened to the blues, and had the good memories of The Hermit to keep him going, Terry spent long nights and weekends in his shop, giving special attention →





to each tiny detail, bringing the overall look to perfection.

When he first got his hands on the FLH, it only had 11,000 miles on it, and his past experience in working on 30 to 40 bikes and numerous hot rods had set him up for just the idea he wanted to achieve.

He wanted to build a bike that would go 100,000 miles, and it looks like he did just that. The solo seat, one of the most comfortable ever put on a bike, beckons its master to get out into the open spaces, blast over the rolling hills, and drink in the feeling of a solid machine that takes him into the reverie of the wind and the blues. His friend The Hermit, must be smiling down from afar in quiet satisfaction.

Speaking of smiling, someone who is sure to get ya grinnin' is this month's Fox, Layla. Formerly from the Chicago area, this lovely lady now makes her home in Daytona Beach, Florida. Ya don't suppose seein' all those dudes on Hogs during Bike Week had anything to do with the move south, do ya? Naw.

—Harley H.

Owner: Terry Burton	**Engine cont.**	**Frame cont.**	**Forks cont.**
City: Milford, Ohio	Carb(s): S&S Super E	Stretch: H-D	Extension: none
General	Air cleaner: S&S	Other alterations: cleaned & molded	Builder: H-D
Fabrication: owner	Pipes: duals	**Accessories**	Special features: cleaned up
Year and make: 1978 H-D	Mufflers: sure	Bars: 10-inch buckhorns	**Wheels**
Model: FLH	**Transmission**	Grips: CCI	**Front**
Value: $20,000	Year: 1978	Mirrors: Ness	Size: 16-inch
Assembly: owner	Modifications: cleaned up	Risers: stock	Hub: RevTech
Time: not finished	Shifting: my left foot	Fender(s): cleaned up	Rim width: 3.5-inch
Chroming: Graves	Engine sprocket: 24-tooth	Headlight: 7-inch halogen	Tire: Continental
Engine	Trans sprocket: 24-tooth	Taillight: stock '60s	Brake: GMA
Year: '78	Wheel sprocket: 51-tooth	Speedo: CCI w/tach	**Rear**
Model: Shovelhead	**Painting**	Front pegs: footboards	Size: 16-inch
Rebuilder: owner	Molding: owner	Rear pegs: don't need 'em	Hub: RevTech
Ignition: Crane single-fire	Painter: owner	Electrics: owner, 12-volt	Rim width: 3.5-inch
Displacement: 86-inch	Color: turquoise and cream	Gas tank: 5-gallon	Tire: Continental
Lower end: reworked H-D	Type: PPG urethane	Oil tank: horseshoe	Brake: GMA
Balancing: Dragon	Special paint: striping, Joe Matthews	Oil system: rebuilt	**Other special modifications:**
Pistons: 3 11/16-inch	**Frame**	Primary cover: 9-hole	highbars, engine paint, Mirage
Cases: H-D	Year: 1978	Seat: solo	Dash from Custom Chrome,
Heads: flowed/dual plugs	Builder: H-D	Sissybar: don't want one	sanitary fender rails. And the
Cam: A grind	Type: swingarm	**Forks**	girl—sweet.
Lifters: hydraulic	Rake: stock	Type: FL	**Photos:** Chuck Emery

Photoillustration: John Jordan

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T-SHIRTS: Barnett Harley-Davidson/from $11.95 ea. ($9.95 ea. additional). Five colors, all designs in stock, shipped UPS/COD same day. 9501 Montana, El Paso, TX 77925, (915) 592-5804 or (800) 736-8173.

T-SHIRTS: Brooklyn H-D Sales Corp. Various front designs with our back logo; $17 ea., plus $2 S & H (U.S. funds only). 3449 Ft. Hamilton Parkway, Brooklyn, NY 11218, (718) 851-6666.

T-SHIRTS: Hacienda Harley-Davidson of Safford, AZ. First shirt; $15.75. Each additional shirt; $12.50. 100% heavy cotton, 5-color design. Credit card or pay in advance. Shipped UPS. XXX available. (800) Bike 4 U 2 or (602) 428-4700.

T-SHIRTS: PRISONERS OF WAR FREEDOM FOUNDATION; black P.O.W. T-shirts; $15 (short sleeve only), sizes M-XXL and "Jane Fonda, American Traitor — BITCH" patch; $7 ea. Box 26057, San Diego, CA 92196.

T-SHIRT: *Easyriders* Store, Coconut Grove, 2996 McFarlane Rd., Coconut grove, Miami, Florida, (305) 567-9299. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRT: *Easyriders* Store, Daytona, 605 Main St., Daytona Beach, FL 32118, (904) 238-1645. Open year round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRT: *Easyriders* Store, Fayetteville, 4424 Bragg Blvd., Fayetteville, NC 28303, (919) 864-8811. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

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T-SHIRT: *Easyriders* Store, Laredo, 502 West Calton Rd., Laredo, TX 78041, (210) 723-9231. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRT: *Easyriders* Store, Long Island, 201 Main Street, Port Jefferson, Long Island, NY 11777. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRT: *Easyriders* Store, Memphis, 5124 Poplar Ave., Memphis TN, (901) 767-7433. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

T-SHIRT: *Easyriders* Store, Naples, 1450 Airport Rd., Naples, FL 33962, (813) 262-8802. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

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T-SHIRT: *Easyriders* Store, Scottsdale, 3748 No. Scottsdale Rd., Scottsdale, AZ 85253, (602) 947-4423. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

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T-SHIRT: Donnelly's *Easyriders* U.S. 1, 90 Lafayette Road, North Hampton, NH 03862, (603) 964-8127. Open year-round. Full line of *Easyriders* products in stock. Stop by and check it out.

VIDEOS: Daytona Bike week videos: 1992, 1993, 1994 just $16.95 ea.or $48 for all three. Add $4.00 S/H for each video ordered. Send check/cash/M.O. to Event Videos, Box 18315, Knoxville, TN 37918 (TN res. add sales tax).

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VIDEOS: Nudity in the streets. See the party on Bourbon Steet. Find out what Mardi Gras and the French Quarter are all about. Mardi Gra Videos. Send $1 for color brochure. EASYVID, Box 71634, New Orleans, LA 70172.

VIDEOS: Daytona Bike Week 94, The video by Bikers for Bikers, Mainstreet, Beach, Wet–T's, Parties and More, 1 Hr VHS in HI–FI stereo, ONLY $20.00 Productions, includes S & H, send check/cash/MO to Iron Knight Productions, P.O. Box 298, Estero FL 33928 (FL res. add 6% sales tax)

MISCELLANEOUS

DEALERS WANTED: Fine Line Products, Inc., 2461 W. Center St., Milwaukee, WI 53206, Dept. P. 164 page, color catalog, H-D accessories/Genuine Bikerware. Call/write (414) 263-3000, FAX: (414) 263-2001. WHOLESALE ONLY!

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USED HARLEYS WANTED: Hacienda Harley-Davidson, 918 Thatcher Blvd., Safford, AZ 85546, (602) 428-4700, (800) BIKE 4 U 2, FAX: (602) 428-1988. Cash for used Harleys. We pick up nationwide, crate and ship used motorcycles overseas.

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USED HARLEYS WANTED: Barnett Harley-Davidson, 9501 Montana, El Paso, TX 79925, (800) 736-8173 or FAX: (915) 591-8889. Cash for used H-D's. We pick up nationwide, over 200 Harleys in stock. We trade for anything.

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READER'S RIDE

Al Martin, St. Petersburg, Florida

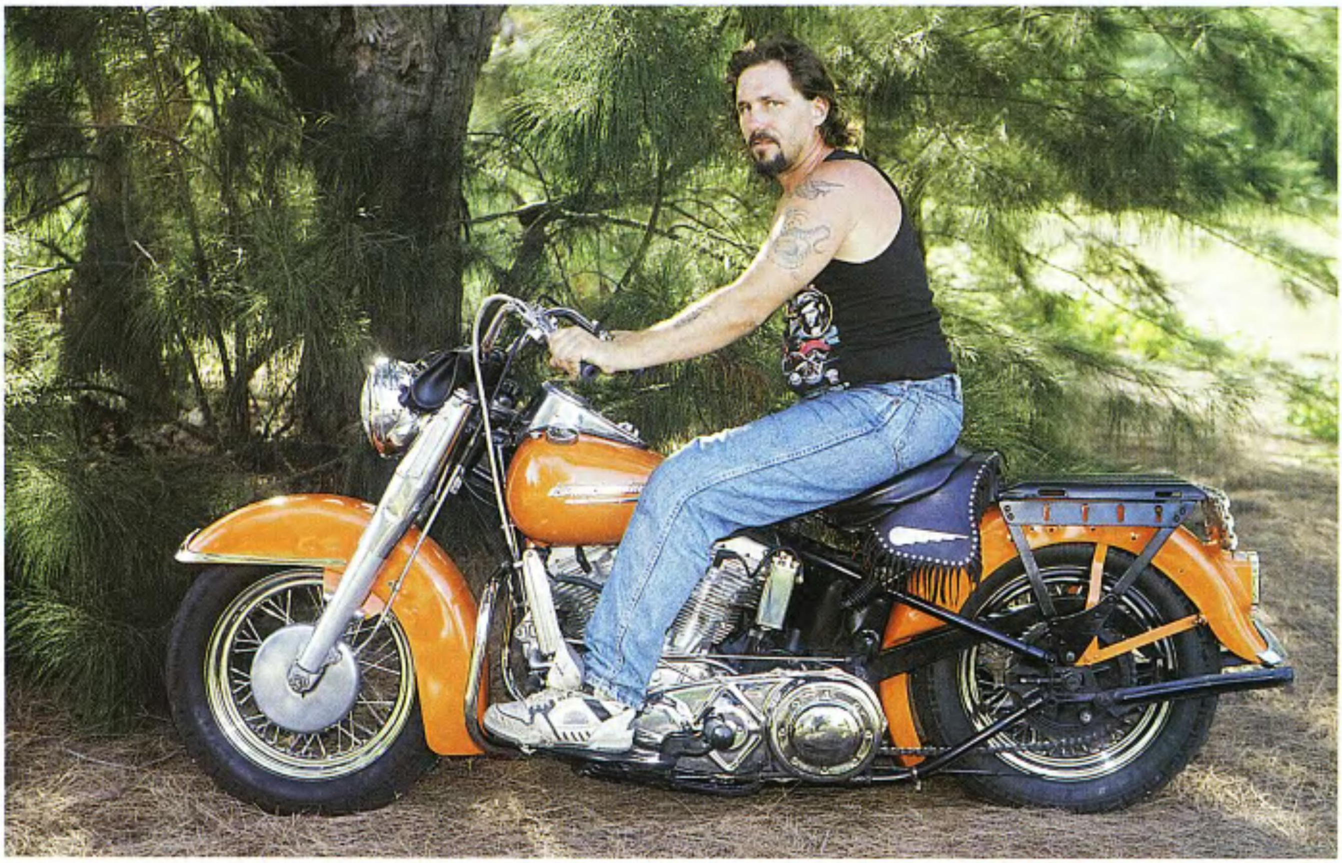
1955 Harley-Davidson Panhead

Whether your talkin' about year-round ridin' weather, righteous rides, barstump flat trackin', or just plain ol' hardbelly heaven, the Sunshine State has it all. There's always plenty of ass-kickin' diggers and homegrown choppers—not to mention a shitload of raked and stretched splittails—to keep the peepers poppin', but when it comes to those head-spinnin' customs, those bad boys wouldn't be the same without the occasional restored ride to remind 'em of their roots.

This 1955 Harley-Davidson Pan was purchased in the year of its origin by Al Martin's old man. Al grew up ridin' his father's pride and joy. Then, on Christmas Day of 1968, their garage burned down with the Panhead trapped inside. What little remained of the ill-fated Pan rested beneath a tarp in the dark corner of the reconstructed garage. It wasn't until July of 1989, when Al's father passed away, that Al decided to resurrect the scooter's scorched and scarred remains as a tribute to his old man. Using old faded photos of the FL in its original condition as his guide, Al stripped her to the bone and began the painstaking process of breathing life back into the powerful machine that had all but raised him. He dedicated the respectable restoration to the memory of Chief—his scooter-ridin' old man. May he ride forever, bro.

—Clay Dog

General	**Forks**	
Fabrication by: owner	Type: wide glide	
Year and make: 1955 H-D	Builder: H-D	
Model: FL	Special features: triple tree cover	
Chroming by: stock replacements	**Accessories**	
Engine	Bars: buckhorn	
Year and model: 1955 Panhead	Lights: 6-volt	
Rebuilder: owner	Gas tank: stock '51	
Displacement: 74 cubic inches	Oil tank: horseshoe	
Transmission	Seat: buddy	
Shifting: 4-speed, stock	Other: all stock replacements	
Trans sprocket: 23-tooth	**Wheels**	
Wheel sprocket: 49-tooth	**Front**	**Rear**
Finish	Size: 16-inch	Size: 16-inch
Painter: Panhead Pete	Tire: Kenda	Tire: Kenda
Color/type: orange, Deltron	Brake: drum	Brake: drum
Special paint: near as I can tell	**Special thanks:**	
Frame	Quad's Custom Leather Works and	
Year and builder: 1955 H-D	everyone who helped get the Pan back	
Type: rigid	on the road.	
Alterations: none	**Photos:** Pat Randle	



FOX HUNT

April Winner

Make way for Layla, a tight package from Chi-town who flew south for the winter at the drop of a hat, or was it the thunderous revving of V-twins and the prospect of all that man-meat around Daytona in March? Either way, Layla's a dancin' fool who expresses herself through music—cranked on rock 'n' roll, of course. Layla misses the seasons back home in Chicago, but that's about it. Finding hot spots like Froggy's and the Boot Hill Saloon in her new home of Daytona Beach, Florida, has made the transition easier. So have all the nice bikes she's been on the back of. Check Layla on Terry Burton's shovel on page 92.

—Loudmouth

My first ride on a Harley was surely not my last. That's the only thing that I'll allow between my cheeks!
Elaine, British Columbia—#801

My first ride? At first it was scary, but then it became exciting—kind of like my "other" first ride.
Leilani, Hawaii—#802

It was a perfect afternoon—a fast bike, a smooth road, and a handsome man. The power of a Harley is a real turn-on for me.
Lisa, Georgia—#803

The first time I rode on a Harley I felt free and wild! You can't get those vibrations anywhere else.
Staci, Ohio—#804

My first ride was such a power surge that it became an addiction. Ever since I've loved to wrap my thighs around one.
Patricia, South Carolina—#805

I was two years old on my first ride. I guess the moment I climbed on I knew it was the best thing I'd ever have between my legs.
Pennie, Missouri—#806

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☐ COURTNEY
☐ MARY BETH HOLIDAY
☐ DEVON SHIRE
☐ DESIREE FOX
☐ RUSTIE RHODES
☐ PORSCHE LYNN
☐ LELE ADAMS
☐ SASHA LYNN
☐ VENUS
☐ AURORA
☐ PENNY MORGAN
☐ LAUREN BRICE
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☐ LEILANI
☐ ELENA
☐ ANGELA FAITH
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☐ CANDACE HART
☐ JANELL HEIST
☐ BLONDE ICE
☐ JAQUAR
☐ LACTALLICA
☐ MELANIE LEE
☐ SELITA LOVE
☐ CRYSTAL LYNN
☐ HOLLY RYDER
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☐ BRANDI
☐ CAROLYN CAINE
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☐ TERRY DIVER
☐ STACEY DONOVAN
☐ CANDI EVANS
☐ GAIL FORCE
☐ KATHLEEN GENTRY
☐ JAGUAR
☐ KIMBERLY KANE
☐ HYAPATIA LEE
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FOX HUNT

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

Okay, bros, here's a chance to share your favorite hardbelly with all bikerdom on the pages of *Easyriders*! We're hunting for the foxiest, real-live, bike-lovin' ladies to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required for each Fox Hunt entrant:

1. Entry photos (nude).
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photographs must be black-and-white prints, color prints, or color slides—no negatives. Color slides are best. Sorry, no photographs can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders*.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it in to #254 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000. For this issue, you can begin sending in your votes starting July 1, 1994.

Here she is, bros, the fourth monthly winner in our 16th Annual Fox Hunt, Summer, #403, from Houston, Texas. See more of her next issue.

Like we say, it's easy. Just look over the luscious ladies, note the name and number of the fox who entices you the most, and vote. If you're not into her comments about our lifestyle, you can vote for another girl.

The deadline for voting for this month's colorful crop of cuties is July 31, 1994. We'll print the winner in the December 1994 issue.

FOX HUNT
P.O. Box 3000, Agoura Hills, CA 91376-3000

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I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.

I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name ______________________

Address ______________________

City ________ **State** ________ **Zip** ________

Daytime Phone (   ) ________ **Evening Phone (   )** ________

I am _____ **years of age, born** ______________________

I will pose Topless ________ **Full Nude** ________

Model's Signature ______________________

Send a photocopy of your picture I.D. that shows your signature and photo.

Photographer's Name ______________________

Address ______________________

City ________ **State** ________ **Zip** ________

Daytime Phone (   ) ________ **Evening Phone (   )** ________

Photographer's Signature ______________________

Don't forget to vote. These girls are depending on you.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

____

____

____

TECH TIP

PROJECT FRAME

A major aspect of this Knucklehead project is maintaining the nostalgic appearance of the original equipment, while injecting subtle, high-tech alterations. But before any modification welded itself to the frame, it was essential to check its straightness.

Randy Simpson of Milwaukee Iron in Lynchburg, Virginia, is the kingpin on this project—and for good reason. He owns a factory frame table, with which he has 17 years of experience, and he is proficient in the art of straightening, building, and restoring frames. He also builds all of his

In a world of tweaked scooter steel, our frame was ideal for this demonstration because it was seriously distorted

own custom frames.

The frame table is the foundation for any frame job. This particular table was built in the mid-'20s. Randy still has documentation depicting JD frames being straightened, as well as the fixtures required to perform the tasks. With the necessary accessories, this table is capable of aligning rigids, swingarms, rubbermounts and Softails. In a world of tweaked scooter steel, our frame was ideal for this demonstration because it was seriously distorted.

The process by which Randy straightens a frame begins with the motor mounts. If they don't line up, then a fixture is put into place and a hydraulic jack is pumped to cold-push

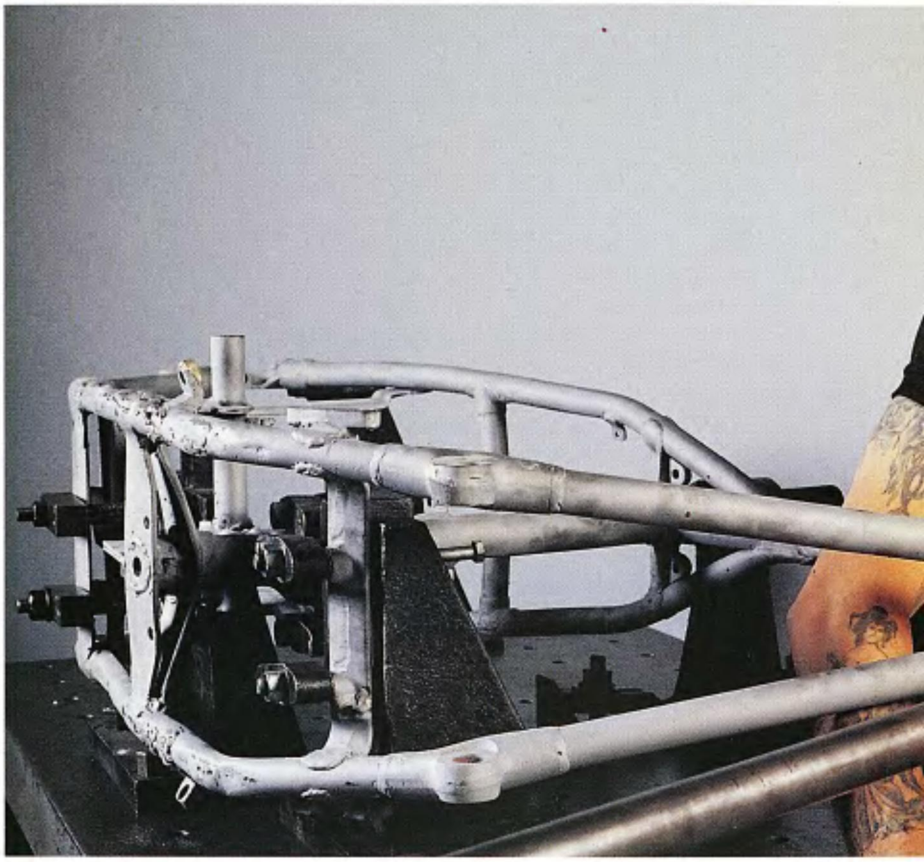


Photo 2

A Straight Frame Is Not A Roll Of The Dice

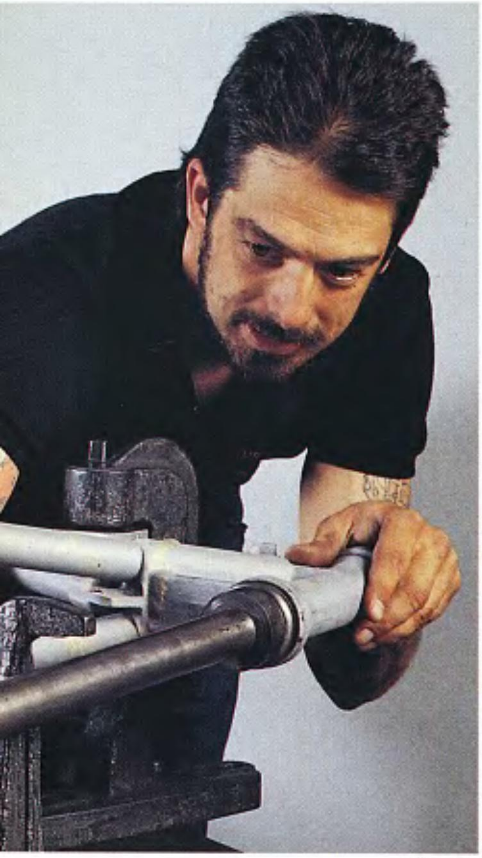


Photo 1

the frame into alignment. Once the motor mounts are square, he goes on to the tranny mounts, the seatpost, the neck, and then the swingarm and/or rear axle plates.

Photo 1: This shot indicates how this particular frame was bent. With the table bolted up to the motor and trans mounts, a long solid bar is inserted into the neck. In this case, the bend was readily apparent. But there are times when the trained eye can't see the damage until a frame is locked on the table and the bar is studied against the factory gauge.

Photo 2: One of the table attachments is the go/no-go gauge which indicates slight bends in the frame. The factory tolerance is an accumulated 1/8-inch. Randy prefers to cut that tolerance considerably. The amount of bend in this frame is obvious in this shot. Randy has planted over 300 frames on this cast iron torture device and, without exception, each one required some attention. This one demanded more than a whisker's worth. The neck was straightened by a cold hydraulic ram press (with the appropriate attachment), bending the frame into line or to Randy's tolerance.

Photo 3: Since the motor mounts, tranny and seatpost were straight, after the neck was lined up, only the rear axle plates remained. With the appropriate attachment in place, the tweaked axle plates are obvious. →

Photo 3

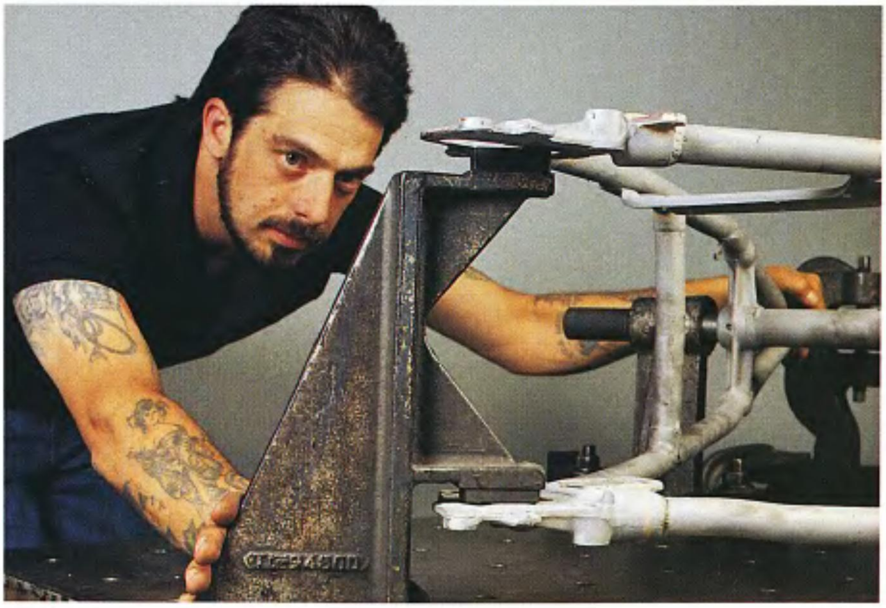


Photo 4

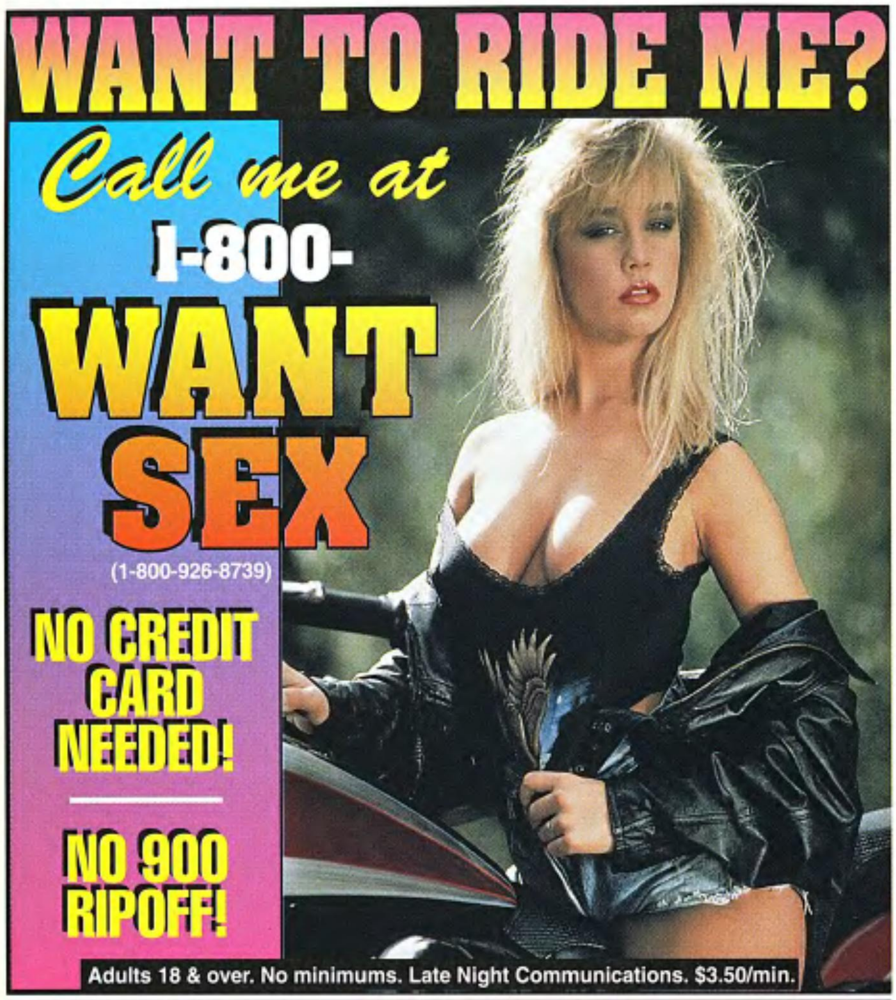


Photo 4: Again, the cure for an ailment that will prevent a scooter from tracking straight is a massive solid bar fastened to the frame, and raw muscle with the suitable leverage to push the frame back into line (This photo shows the axle plate in line.)

Photo 5: At this point we have the final frame straightened from front to rear. The motor mounts are square, the seatpost is perpendicular to the base of the frame, the neck is straight

Photos: David Jones *Photo 5*

and the axle plates are perfectly parallel. (If you're wondering about the shot, you're right. It was taken before the frame was straightened.)

Although frame straightening is reasonably simple, it's not a job for a vise and a wood bench. It's also not a bad idea to have your frame checked when it's bare. Find someone with a frame table or call Randy Simpson at Milwaukee Iron: (804) 845-7688.

While you're checking the integrity of the chassis, that's also the time to have any modifications performed, so the man with the torch can double-check the structure after the skeleton (I had to work in something skull-related) is raked or stretched.

Remember, riding is a "Roll of the Dice," but a straight frame, ain't.

—Wrench

FREE *EASYRIDERS*

You got it—just make a purchase of 50 bucks or more and ask for your free copy of *Easyriders* from any of the bike shops listed here. And remember to take this page with you when you're on the road—it's a handy guide to some of the best Harley parts and service outlets around.

Alaska
House of Harley, a division of M/C Times, 4334 Spenard Rd., Anchorage

Arizona
Performance H-D, 3383 N. Richey Blvd., Tucson
Satan's Cycle Works, 1706 W. Hatcher Rd., Phoenix
Easyriders of Scottsdale, 3748 N. Scottsdale Rd., Scottsdale
Edward's Cycle, 13220 N. Cave Creek Road, Phoenix
The Wheels Shop, 1621 E. McDowell, Phoenix

California
Bartel's Harley Davidson 4141 Lincoln Blvd, Marina Del Rey
Eagle's Nest, 127 East Tulare Avenue, Tulare
H-D of Glendale, 3717 San Fernando Rd., Glendale
Hi-Tech Custom Harleys, 5931 Van Nuys Blvd., Van Nuys
Palm Springs Harley-Davidson, 19465 N. Indian Ave. North Palm Springs
Easyriders Store, 7450 Melrose, Los Angeles
U.S. Enterprises M/C, 9804 Central Ave., Montclair
Easyriders of Fresno, 105 Dakota, Suite 111, Clovis
Easyriders of San Diego, 363 Fifth Ave., San Diego
Pomona Valley H-D, 1125 W. Holt, Ontario
South Coast Harley Davidson, 345 E Street, Chula Vista

Colorado
John's Harley-Davidson, Inc., 2135 Mulberry St., Ft. Collins
La Fore's M/C, 207 Sheridan Blvd., Lakewood
McDonald H-D, Inc., 2571 Hwy. 6&50, Grand Junction
Two Wheelers M/C Shop, 1433 W. 38th Ave., Denver
Action Cycles Inc. 2605 Delta Dr., Colorado Springs

Florida
Easyriders Store, 605 Main St., Daytona Beach
H-D of Miami, 7701 N.W. 7th Ave., Miami
Fletcher's Harley-Davidson, 1881 U.S. 19, South, Clearwater
Miller's Custom Parts, 1863 S. Ridgewood Ave., S. Daytona
H-D of St. Petersburg, 5989 Haines Rd., St. Petersburg
Cycle Lab, 1911 South State Rd., #7, Ft. Lauderdale
Tampa V-Twin Inc., 16336 N. Florida Ave., Lutz
Heaven Cycle, 7254 S. W. 40th St., Miami
Custom ACC, Inc., 3811 Dixie Hwy., Pompano Beach
Brothers III, 2401 N.W. 16th Lane, Pompano Beach
Doc's Cycle Inc., 6125 Stirling Rd., Davie
Easyriders of Naples, 1450 Airport Rd., Naples

Georgia
Banshee Cycle, 2507 N. Lumpkin Rd., Columbus

Illinois
Chicago H-D, Inc., 6868 N. Western, Chicago
Roger's Motorcycle, 1004 W. Market, Bloomington
Walter's Bros H-D, 1212 S/W Jefferson St., Peoria

Indiana
Brandt's H-D, Inc., 1617 S. Wabash St., Wabash
Maverick Motorcycles, 8051 West U.S. 30, Larwill

Iowa
Cyclepedia Corp, 1824 Dean Avenue, Des Moines

Kansas
Central M/C Inc., 13010 W. 63rd, Shawnee
Newton Cyle & Leather, 115 S. Kansas, Newton

Maryland
Rockville H-D, 7830 Airpark Rd., Gaithersburg
H-D of Washington, Inc. 9407 Livingston Road S.E., Ft. Washington

Massachusetts
Dave Frank Motorcycle Sales, 81 Bridge St., Salem

Michigan
Saginaw Valley Motorworks, 2663 N. Euclid, Bay City
Detroit Motorcycle Parts, 16297 Eleven Mile Rd., Roseville

Minnesota
Twin City H-D North, 1441 85th Ave. N.E., Blaine

Missouri
Easyriders of St. Louis, 14912 Manchester Rd., Ballwin

Montana
Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska
Butterfields M/C Parts, 8025 Blondo, Omaha

Nevada
Show Bike Performance Center, 17 E. Wyoming Ave., Las Vegas

New Hampshire
Donnelly's *Easyriders* U.S. 1, 90 Lafayette Rd., North Hampton

New Jersey
Kosco H-D, 8 E. Garden Place, Pompton Plains

New Mexico
Dave's Cycle, 122 Alcazar St. S/E, Albuquerque

New York
H-D of Suffolk County, 360 Rt. 109, West Babylon
Zack's V-Twin Cycles, 511 Violet Ave., Hyde Park
Freebird Cycle Sales, 229 Lyell Ave., Rochester
H-D of Hempstead, 4 Laurel Ave., Hempstead
Al's Cycle Parts, 315 E. Dominick St., Rome
Easyriders of Long Island, 201 Main St., Port Jefferson

North Carolina
Durham Harley-Davidson, 819 N. Miami Blvd., Durham

North Carolina cont.
Gene Lummus Harley-Davidson, 1000 U.S. 70 E., Asheville
Easyriders of Fayettville, 44245 Bragg Blvd., Fayetteville

Ohio
Don's Custom Cycle, 8619 Harrison Pike, Cleves
J & J Cycles, 3937 Montgomery Road, Norwood
Mainstreet *Easyriders,* 1275 W. Main Street, Cleveland
Easyriders of Columbus, 611 E. Street, Columbus

Oklahoma
C&C H-D Inc., 2134 S. Garnett, Tulsa

Oregon
Easyriders of Portland, 17999 SW Lower Boones Ferry Road, Tigard

Pennsylvania
Blocker Enterprises, Rt. 248, Parryville
Wyoming Valley Wheels, Bridge & Beade Sts., Plymouth

South Carolina
Doug's H-D, 2790 Pamplico Hwy., Florence
Low Country H-D, 4405 Dorchester Rd., Charleston
Country's H-D Inc., 1093 Albright Rd., Rock Hill

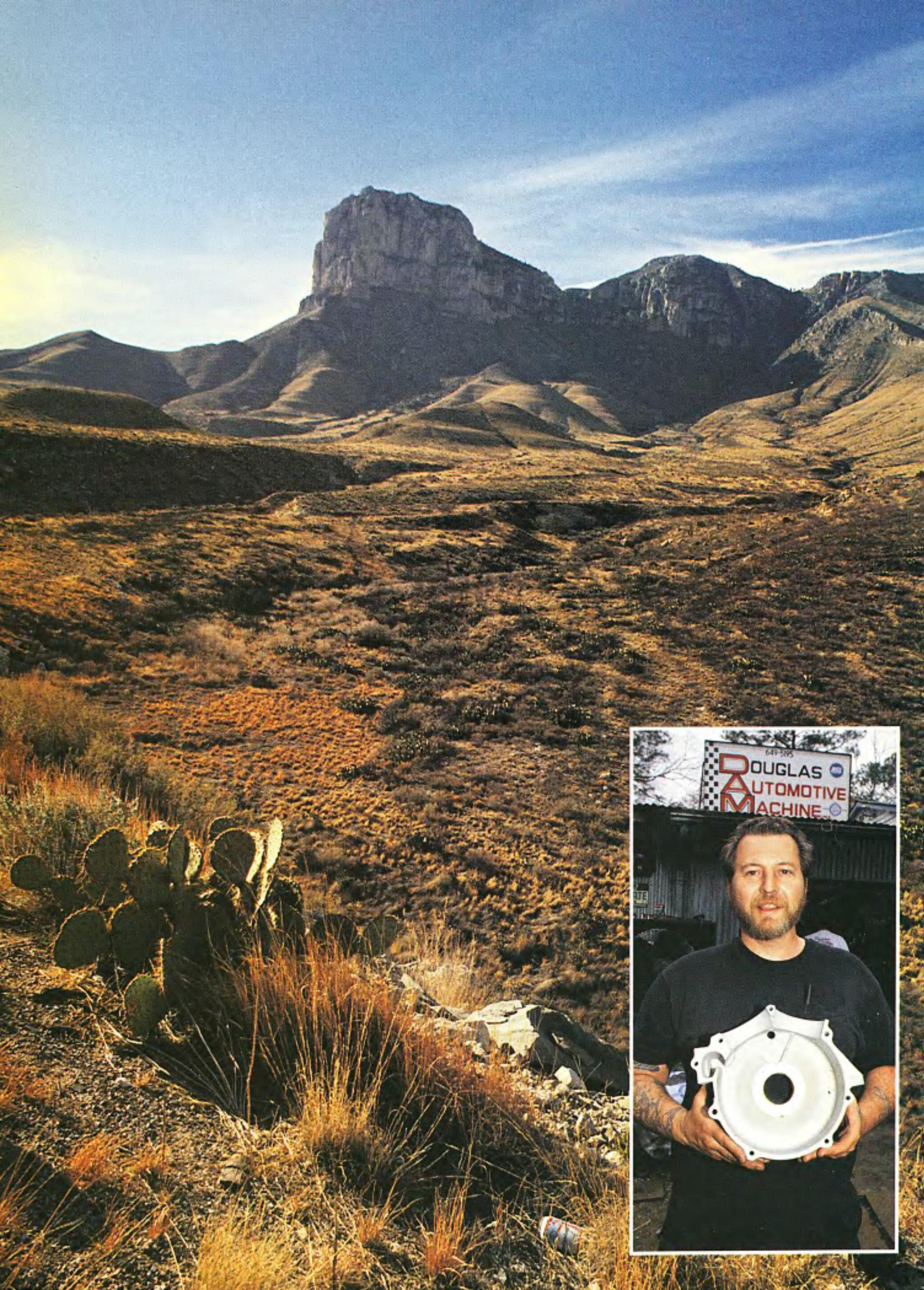
Texas
D&M of Dallas, 11620 Plano Rd. #3, Dallas
Easyriders of Houston, 5803 Richmond, Houston
Easyriders of Laredo, 502 West Calton Rd., Laredo

Tennessee
C&S Harley-Davidson, 6014 Charlotte Ave., Nashville
Easyriders of Memphis, 5124 Poplar Ave., Memphis
Steel H-D, 2136 Chapman Rd., Chattanooga

Virginia
Departure Bike Works, 3093 Hull St., Richmond
Shenahdoah H-D, 2800 C West Main Street, Waynesboro
Whitts H-D, 8790 Commerce Ct., Manassas

Washington
Chrome Horse Custom Cycle, 233 S. 1st., Shelton
Columbia M/C Co., 3312 E. 4th Plain Blvd., Vancouver
Rebel M/C Mart, 1113 River Road, Puyallup

Wisconsin
Mischler's Cycle Shop, Hwy. 33 N., Rt. 1, Beaver Dam
St. Croix Cycle Sales, Rt. 3, Box 127 B, New Richmond
Harley-Davidson Motorcycle of Appleton, Inc., 2144 W. Wisconsin, Appleton
H-D of Green Bay, 41 and Velp, Green Bay
Hard Drive'n, 103 South Central, Marshfield


DOUGLAS
AUTOMOTIVE
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RIP'S RUN

It's Another Cross-Country Party 'n' Putt For Rip, As He Takes In Bike Week, Then Rides Home To California

THE RIDE

In last month's issue, I left you readers in Lafayette, Louisiana. I had been visiting Biker Bob, a Bro's Club member and owner of Prejean's, a Cajun eatery.

It was nearing Daytona's Bike Week, and we decided it was time for us to get on the road. All along the Gulf seaboard it had been warming up, making for rather pleasant riding conditions during the daylight hours. The evenings were still on the chilly side. Bob and I found a cheapy motel that first night out of Lafayette in Tallahassee, Florida.

En route, we stopped and paid a visit to Jim's Cycle in Mobile, Alabama. They are a Bro's Club dealer with beaucoup members. Last year, around Christmas time, they did a benefit for St. Mary's Children's Home and Cornerstone (a division of St. Mary's). The facilities are homes for abused and neglected children. These boys and girls range in age from 6 to 18 years old. Local Bro's Club members donated a couple new television sets, toiletry items, school supplies, backpacks, basketballs, footballs, purses for the young ladies, video games, batteries, etc. All the kinds of things that we who can afford them, take for granted. The members got to meet the kids eye-to-eye, and everyone enjoyed themselves. Last year it was held on Sunday, December 12. They are gonna do it again this year. If you're interested in helping these kids, call Jim's Cycle.

From Tallahassee, Fla., we arrived in Daytona the next afternoon to party. All week I popped in and out at the *Easyriders* Store on Main Street. I also got to visit with many of the area merchants thereabouts.

Last year, Mike Corbin, the saddle →

Stitches, with one of his creations.

Darrell and Jeannette Clark, gettin' hitched on the Easyriders balcony.

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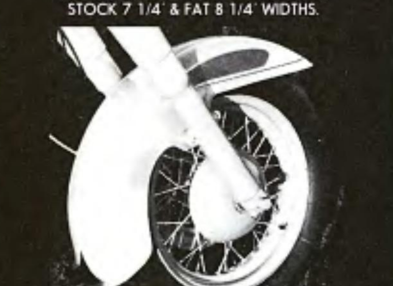

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Tommy's Motorcycle Repair crew and friends, Carlsbad, N.M.

Iron Braid folks installing braids on Sugar Pai, Dayton Beach, Fla.

maker from California, bought a store on Main Street. I went by to visit with him and Greg Hurley, Mike's assistant. The Main Street store is gonna be their East Coast supply and warehouse. Corbin makes some of the finest motorcycle saddles found anywhere on the planet.

On the topic of benefits, coming October 23, 1994, the Corbin folks are gonna sponsor the 2nd Annual Ride for Kids. This event is open to all motorcycles and will be held at the Solano County Fairgrounds in Vallejo, California. All of the money raised will be donated to fight brain tumors for kids. Cancer is bad anytime, but think of these kids not getting a chance at life due this dreaded disease. The national information line is: (800) 673-7220. The California local number is (707) 643-2548.

Last year, I wrote that *Easyriders* of Daytona store manager Bill Chaffin placed second in the Daytona Beach City Tabletop Shuffleboard tournament. I'm happy to report that Bill won the championship this year, hands down. He told me that "when a person thinks of the word "shuffleboard," they tend to think of a bunch of old ladies pushing a disc along the concrete. I didn't beat a bunch of old ladies, but I did beat a few old men and I took their money too."

Oh, yeah, before I forget, Darrell and Jeanette Clark, a couple of Bro's Club members tied the knot on the *Easyriders* Store's balcony on March 6, 1994. They are from Williamstown, Kentucky. Also, two local area bikers, Animal and Lin Li'l One, also entered into the bliss of matrimony via the balcony. Maybe Bill Chaffin oughtta get himself a "justice of the peace" license. I can see the ad now—"Come on down and tie the knot on Brother Billy's Balcony." Hey, that's kinda catchy! Whaddaya think? Figure there'll be a rush to get hitched? Naw, in a couple of years, they may wish they dove off that balcony instead of getting married on it. That's a joke, son. Lot's of luck, folks.

Sugar Pai, my FLHTC, got a pair of red and black leather lever covers on the clutch and break levers from Iron Braid. They were busy all week braiding levers on motorcycles. Their lever covers are unconditionally guaranteed for 120 days, and they will do mail orders.

I picked up an oil cooler for my

Softail. It screws into the bracket where the oil filter goes, with the oil filter screwing into it. It's made out of billet and mine is powdercoated black, then the fins were polished to show them off. The billet oil coolers are American-made. Dean Young was selling them at the 2 Wheelers store on Main Street. Arlin Fatland, the shop owner is a dude I met back in 1980 on my way to Sturgis, South Dakota.

Some of my touring around the area included checking out the Ponce de Leon Inlet Lighthouse Museum. I'm into history, and seeing the lighthouse and living quarters of the people who maintained it hundreds of years ago was fun.

Seeing the motorcycle auction at the

Frenchie and Sandra in Choppers World.

Volusia County Fairgrounds in Deland, Florida, was also great fun. I saw a red Indian Chief that I'd give my left nut for. Well, maybe lots of money—if I had it. The bikes that weren't getting bids the owners liked were pulled off the auction block.

The Wall of Death guys were also at the fairgrounds. I always like to see the California Hell Riders in action. They usually go to Sturgis and are a talented bunch, both male and female riders. They are great fun to party with.

My old pal, Frenchie, the man behind Frenchie novelty helmets, was at his usual spot in Chopper World. He and his ol' lady, Sandra, recently got hitched in Vegas.

While in Chopper World, I had the zipper on my *Easyriders* jacket fixed. It's about seven years old. John Gruhler did an excellent job. He also makes custom bike saddles. His friends call him Stitches.

I shot the All-Harley Drag Racing Association drags in Orlando on Wednesday and Thursday of Bike Week. Some of the photos I took will be in the Daytona Bike Week *In The Wind* →

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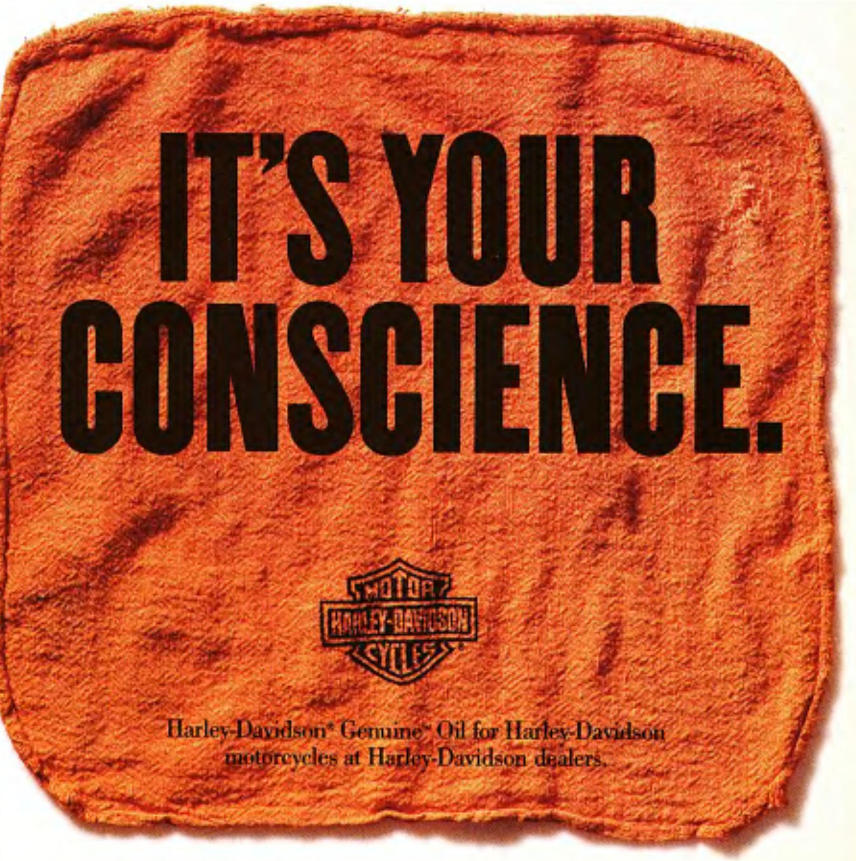

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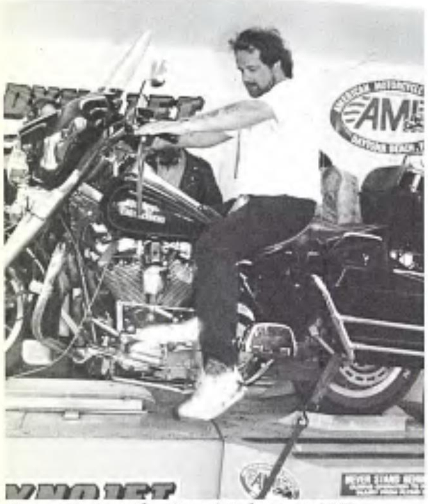
Patriotic gal, staying cool.



Sugar Pai on the Dynojet dyno at AMI.

James Graham, Prejean's award-winning chef.

Palm Springs Harley-Davidson crew.

special issue, plus you'll be seeing a full-on feature in a forthcoming issue of *Biker* magazine.

Friday of Bike Week, I went by the American Motorcycle Institute (AMI) to see the shoot-out of the Harley Brute Horsepower Championship. You will see the results also in the next *In The Wind*. After the competition, I put Sugar Pai on their Dyno to see what she would do, horsepower-wise. She did 73.7 foot-pounds of torque at 3,000 rpm, and 60.1 horsepower at 5 grand. That's corrected versus measured rates. The measured rates are 77 foot- pounds at 3,000 r's and 62.8 on the horsepower scale at 5,000 revolutions per minute.

They also took her up to 130 mph. Not too bad for a basically stock motor. The engine is 80 cubic inches. The aftermarket stuff in the engine includes: Accel electronic fuel injection system, Crane Cam adjustable pushrods, Crane Cam roller rockers, and a 1-100 Crane Cam, which the Accel people wanted used. Oh, yeah, the exhaust system is a SuperTrapp with a closed end cap and 24 disc. I had also had Lonnie at Competition Cycle in Houston cut the tapered SuperTrapp exhaust end 2¾ inches. The new opening is 3 inches in diameter. Don't confuse the open end cap with the tip which bolts on the end.

Before leaving Florida, Biker Bob and I stopped in at Russell's Cycle Care, a Bro's Club dealer, in New Smyrna Beach, Fla. Both our bikes needed some fresh oil and filters. Bob rides a new Ultra. Sugar Pai hadn't had her oil changed in over 4,000 miles—it was obviously dirty and needed changing, badly. After all, I'd ridden cross-country, with a few high-speed runs in west Texas; add to that a taxing Dyno run at AMI. I didn't want to head home with yucky lube.

The folks at Russell's are deeply involved in Biketoberfest. Biketoberfest is an event held at Daytona at the close of the racing season. The whole program revolves around the big International Speedway. Just to show ya how important the Speedway is, the city changed the name of the street in front of it to Daytona International Speedway Blvd.

Anyway, October is when many of the bike racers come back to town to blast around the speedway before going

Greg Hurley (left) and Mike Corbin.

into hibernation for the winter. Actually, many of the teams come back later to test and tune. Also, many tire companies try different compounds during the off-season. The area merchants would like for Biketoberfest to be a mini bike weekend. By the way, Larry Russell's son, Lonnie, drew the official registered logo for the Biketoberfest classic rally and races.

After leaving Russell's, Bob and I rode north and spent that night in Tallahassee. Coming into town, we noticed lots of brilliant red flowers growing in the median.

The next afternoon we dropped in on Ricky Richard in Slidell, Louisiana. He owns and operates Competitive Precision Machine Works. Ricky does complete motor and transmission work. His specialty is crankcase repair work, to the degree of repairing loose crankcase inserts on all motors, after which he line-bores them.

From there, we rode to Bob's pad in Lafayette, La. We had to check out Chef James' Cajun grub at Prejean's before calling it a night. Chef James Graham has won many culinary awards. →

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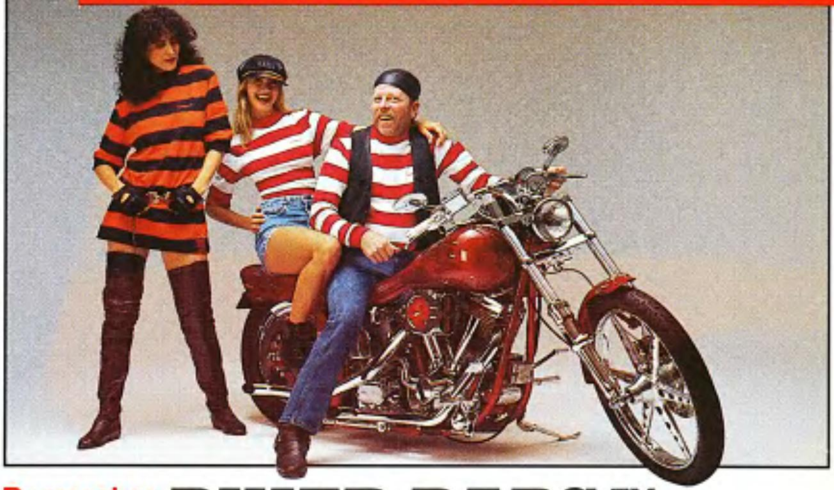

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Dean Young & Arlin Fatland in front of 2 Wheelers.

Hammy folks, Daytona Beach, Fla.

AHDRA crew having fun after the drags.

I left the next morning, making it to Fort Stockton, Texas, that night. On the way, I saw lots of Bluebonnet flowers growing in the median. The next morning, I rode north on Highway 285 to Carlsbad, New Mexico. That's the home of Tommy's Motorcycle Repair, a Bro's Club dealer. I met some real good people, and had the oil and filter changed by Tommy. So far, everything on Sugar Pai was working swell. Tommy and Val belong to the Gypsy MC and are some fine folks, as are all their friends who I met that day.

Later that afternoon, Sugar and I took Highway 62—180 out of Carlsbad—toward El Paso. The gas stations are few and far between around these parts. I spent the night somewhere between Tucson and Phoenix, Arizona.

The next day I had made it nearly all the way home, when a strange thing happened to me as I was pulling off Interstate 10 at Indian Blvd. in Palm Springs, California. The shift pedal on Sugar Pai stripped the splines on the shaft. I could see the Harley shop from the offramp, so I left it in 4th gear and slowly rode Sugar to the service area. That was the wrong thing to do, because I fried some clutch plates. Palm Springs Harley had the shift pedal in stock (part number 33895-82), so I replaced it and continued on my way.

That's what I call dumb luck. I remember thinking later, what are the chances of that happening? I mean they were open, and everything. The clutches started slipping from my little escapade, but after 99,000 miles I'm not complaining, would you? After all, I cause it myself.

I've got Barnett Kevlar clutch fibers and plates now. They work just fine and I'm happy with them.

And I'd be just as happy if you would take the time to drop me a line letting me know what's going on in your neck of the woods. I'm looking for places to visit. I'd like to go to the smaller happenings since I've done many of the larger events. So, don't be shy, get that writing instrument out and let's communicate. —Rip

Write to:
Rip's Run
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Agoura Hills, CA 91376-3000

World-famous photog Pat Randle in Daytona.

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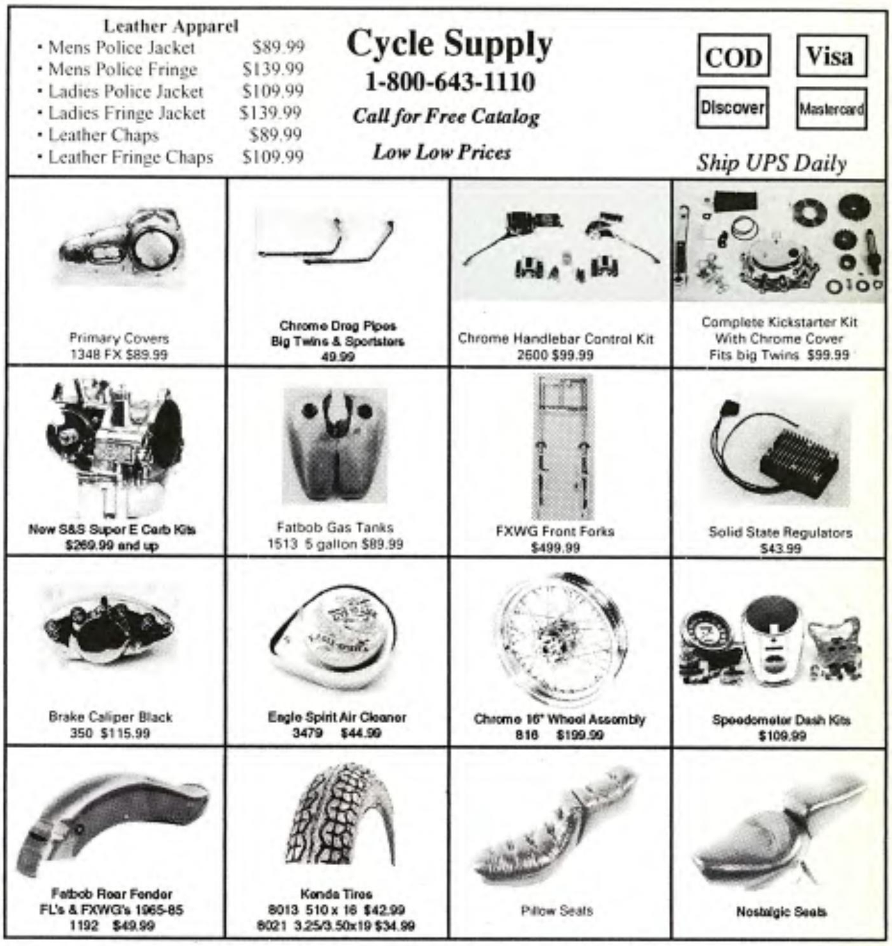

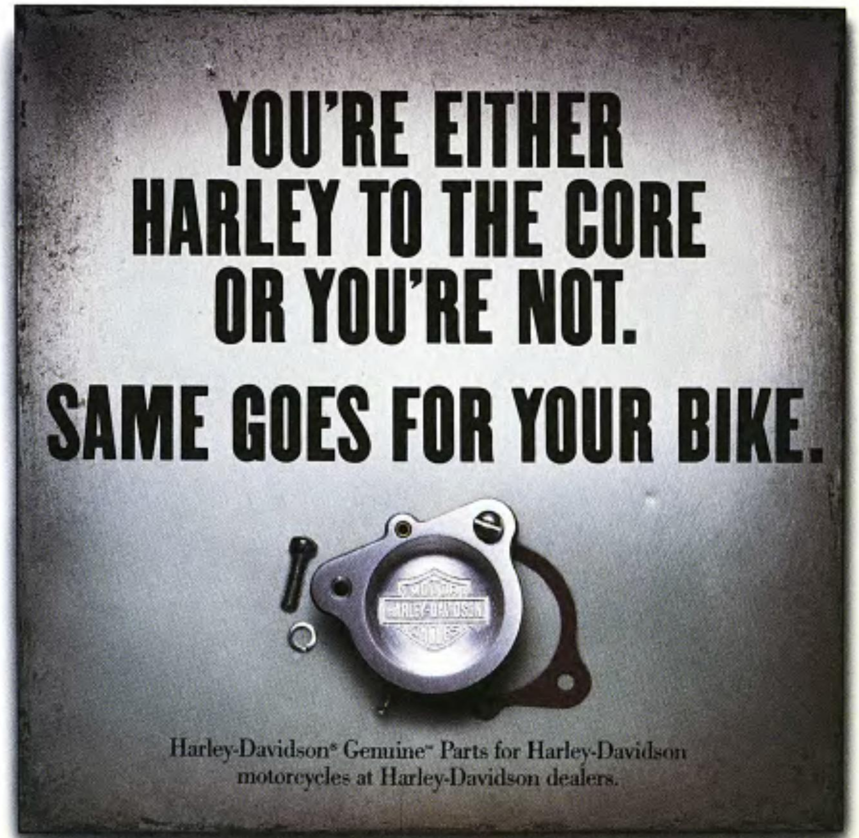

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2001- THE STATE OF SAFETY REGULATION

"Too many people are thinking of security instead of opportunity. They seem more afraid of life than death."
—James F. Byrnes

Editor's Note:

In spite of a tireless battle against the people and agencies supporting the federal compulsory motorcycle helmet law, the biking community, along with society at large, continues to witness the steady erosion of individual rights and personal freedoms. Recently, Easyriders *came into possession of 11 letters exchanged between a U.S. Senator and a lobbyist representing various manufacturers of protective devices. Studied carefully, these documents reveal both the inherent corruption—as well as the frightening scope—of the enemy's plans. The text below is taken word for word from the original letters. Key names, places and dates have been changed in order to protect the identity of our source, and to avoid compromising the congressional investigation we intend to demand in light of what these letters reveal.*

January 1, 2001

The Honorable Lucas M. Canard
United States Senate
Washington, D.C. 2001

Dear Senator Canard:

Today marks the dawn of the 21st century, and in recognition of that auspicious event, I would like to extend my best wishes for your continued success and prosperity. Best wishes also in your upcoming campaign for reelection. Our country is fortunate to have a man of your character and integrity watching out for its welfare.

As you know, we have long valued you as our best friend in Washington—the "Safety Senator," as your campaign ads put it. Your unflagging dedication to the cause of Total Safety played a significant role in the passage of the 1995 National Motorcycle Helmet Law. Largely because of your efforts, riders and passengers in every state in the union are now required to wear protective headgear. The following year brought victory on another front with the passage of the Federal Bicycle Safety Code, mandating the use of helmets by riders of all ages without exception.

As election day approaches, I want to state unequivocally that we regard your victory as our victory, your gain as our gain. ASAP (American Safety and Protection) fully supports your recently proposed bill requiring that all automobile and truck operators wear protective headgear. But in order for the bill to become law, it is absolutely essential that you be returned to office for another six-year term. Meanwhile, our organization is preparing next year's endorsement of stiffer air bag requirements. And our research team continues to pursue every opportunity to expand the company's influence, both in the public sector and in the most private lives of its most interesting citizens. To that end, you have my personal assurance that our consortium will continue to support your efforts to keep all Americans safe.

Respectfully,
William K. Wendigo, Executive Director
Helmet and Protective Systems Manufacturing Division
American Safety And Protection (ASAP)
New York, NY 10019

BURNAMUS BOTH ENDAMUS...
TWICE

March 16, 2001

Dear Mr. Wendigo:

Thank you for your generous campaign contribution. It, along with the donations of right-minded citizens everywhere, will help to create a risk-free America.

Although I remain confident of eventually achieving our goal, I must report that [motorcycle company name deleted] shows little enthusiasm for the Senate Safety Committee support of legislation to require handlebar air bags on motorcycles. We flew a team of government technicians to Milwaukee in order to demonstrate the prototype bike to a select group of company executives. Unfortunately, the air bag self-activated while the motorcycle idled, flinging the rider to the pavement, and provoking no end of amusement among the witnesses. The rider was not seriously injured—these bikers are notoriously tough, you know. The man's fractured elbow required only a small cast, and the surgeons fixed the minor injury to his spine by fusing three vertebrae. Otherwise, he wasn't hurt at all.

After the accident, I attempted to save the day by pointing out to the corporation representatives that the rider would have escaped without injury altogether had he been wearing a seat belt. I tried, but I'm not sure they were entirely convinced.

Sincerely,
Lucas M. Canard

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March 21, 2001

Dear Senator Canard:

After analyzing data from the Milwaukee test run, our Research and Development staff has concluded that the idea of requiring air bags on motorcycles is basically sound, and the failure was in the degree of protection provided, not in the type. Accordingly, we summarized our findings and sent a report to the factory, along with a suggestion that future designs of their company's product come equipped not only with a handlebar air bag, but rear and dual side bags, as well. We have not yet received their response to our report, as there seems to be some problem with the postal service in Milwaukee—our last mailing was returned "Moved—Left No Forwarding Address."

In view of these delays and the urgency of the safety crisis, I respectfully call upon you and congress to lead—or, if necessary, to drag—an ignorant, reluctant populace into a healthier, safer, future. If the pill can't be sugar-coated, perhaps it can at least be disguised. May I suggest attaching air bag legislation as a rider to your bill requiring a two-week waiting period and background check for anyone purchasing a pocket knife?

Concerned,
William K. Wendigo

June 19, 2001

Dear Mr. Wendigo:

As Senate Safety Watchdog, I face a jammed schedule and a huge volume of mail. I trust you will understand when I say that occasionally the critical needs of this great nation take precedence over prompt replies to correspondence.

Nevertheless, I read your letter carefully, and I shall take your suggestion under advisement. I remain quite optimistic about passing the proposed motorcycle air bag law. During my many years in public office, I have succeeded in getting a great deal of controversial legislation passed by burying the resolution in some tediously lengthy farm bill about price supports and commodity revenues. This method has worked in the past, and it should work again.

As a concerned politician, I stand by my belief that Americans should never be forced to shoulder the burden of personal responsibility. When things to wrong, no citizen should ever have to take the blame. And that is precisely why people like you and me must take the lead in eliminating—through our support for sweeping legislation and a powerful bureaucracy—any possibility of injury.

Sincerely yours,
Lucas M. Canard

June 21, 2001

Dear Senator Canard:

Your most recent letter brought great comfort to me personally, as well as to the people and corporations represented by ASAP. I am pleased that we both share an identical vision of a risk-free nation. Every helmet, every air bag, every restraining device, means more work for Americans, and a working American is a spending American.

Thanks to your dedicated work to make every citizen safe from everything, the helmet and personal protection industry has enjoyed the most profitable year in its history. And America has never been safer.

Yet the question remains: Have we done all that we can?

Yours truly,
Bill Wendigo

July 26, 2001

Dear Bill:

Yesterday, one of my secretaries passed along to me your letter of June 21, which concludes by posing the difficult question, "Have we done all that we can?" In a truly amazing coincidence, just this morning I witnessed an event that provided an overwhelmingly convincing answer to your question: That answer was an unequivocal "No, absolutely not! By no means have we done all that we can!"

The event to which I refer was the christening this morning of my newborn grandchild at the Bellwood Methodist Church in Georgetown. The ceremony was going well until the part where Cindy, the baby's mother, was to carry the child to the front of the chapel, where the minister waited. Just as she stepped up to the dais, her high heel snapped, causing her to pitch forward, crashing the child's forehead against the marble baptismal font. Like a flash of revelation, it occurred to me that the baby's head had been protected by nothing more substantial than a satin bonnet. The result was that the infant received both her name and a skull fracture at the same time.

Newborn citizens are powerless to protect themselves; consequently, I have introduced Senate Bill 55-09kU-6J22/59c3, creating a new agency in Washington, the Bureau of Industry and Government Protection of Infant Security and Safety (BIGPISS). Every concerned citizen should help ensure passage of the BIGPISS bill by sending a tax-deductible contribution to the Committee for Regulating American Protection (CRAP), 5774 N. Gaunt Blvd., Washington, D.C. 20069.

Sincerely,
Luke

August 10, 2001

Luke:

Allow me to offer simultaneous condolences for the injury your granddaughter received, along with congratulations for recognizing a hitherto overlooked need to mandate the use of safety equipment not only for adults, adolescents, and schoolchildren, but for toddlers, infants, and fetuses, as well. Your idea was truly inspired. If you should ever decide to retire from public office, ASAP needs men of your caliber and visionary insight to lead it to ever-greater triumphs.

Our Marketing Division is delighted with the prospect of reaching future adult consumers while still on the tit. BIGPISS will be a legislative landmark, assuring a safety-saturated adult population. Moreover, through the provisions of the BIGPISS Act, we will instill early acceptance of the protective gear, the result being an adult who will feel out of step with fashion if he or she is not wearing the latest designer helmet. Our advertising boys have already come up with a couple of slogans. What do you think of "Safety Is Stylish/Freedom Is Foolish?"

On the day the bill passes, ASAP will put on the market a state-of-the-art, fiber-reinforced, three-layer polycarbonate, DOT-approved, baby bonnet that sets new standards for both fashion and complete head and neck protection.

A final question: Your granddaughter was christened according to the doctrines and rituals of the Methodist church. Are you concerned that, by developing protective gear for one faith only, we are committing religious discrimination?

Best Wishes,

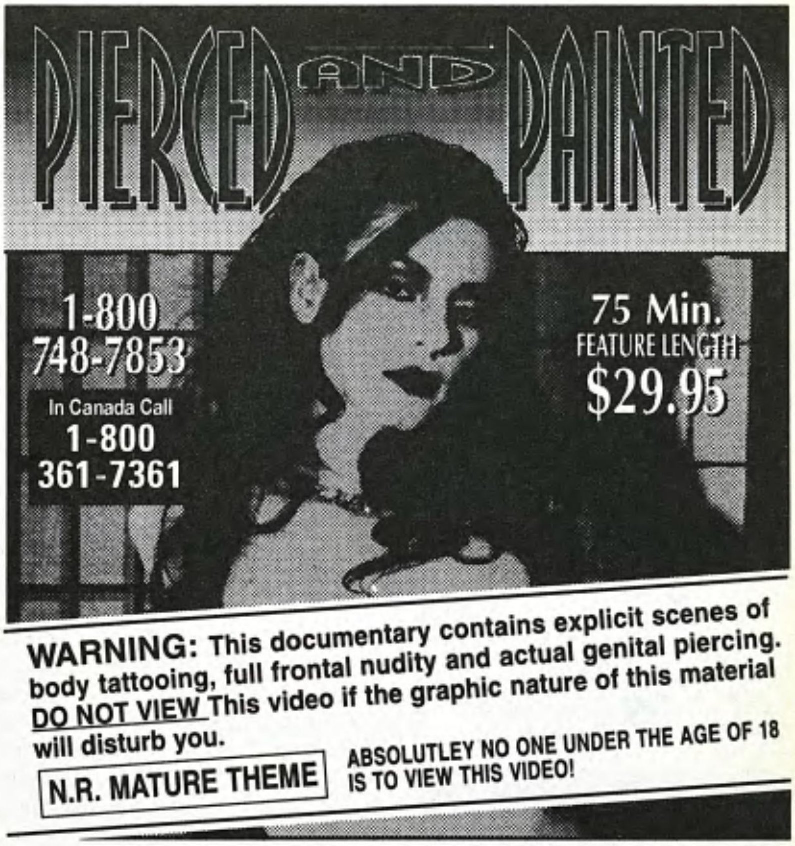
Bill

September 3, 2001

Greetings, Bill:

As I sit in my Washington office on Labor Day, 2001, toiling over the details of my re-election campaign, I have continued to ponder the provocative question with which you end your last letter. The Constitution, of course, clearly guarantees freedom of worship. Equally clear is that the founding fathers meant to ensure the freedom to worship safely. However, it would be anti-American to favor one religion over another, so any legislation I propose must include all denominations.

My legal staff is busy drafting a proposal for a bill establishing equitable requirements for religious safety throughout the nation. For instance, any Protestant denomination practicing baptism by total immersion will be required to provide each participant a federally approved and inspected flotation device, a minimum 24 ounces of freeze-dried, dehydrated survival food, certified as having met or exceeded all →



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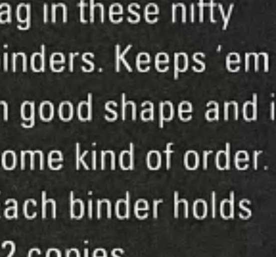

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applicable specifications set by the Food and Drug Administration, a sextant meeting Department of the Navy requirements for accuracy and water-resistance, and a four-color, nylon fabric map showing the world's ocean currents. In Catholic churches, the door to the confessional must remain open during business hours and maximum occupancy signs must be prominently displayed at all times.

We are certain to encounter strong opposition to government interference in the religious observances of U.S. citizens. As for me, I've always been a man of unwavering determination and profound spiritual values. Nevertheless, I am prepared to spill the blood of any heathen bastard in the defense of my belief that safety is the One True God. If it takes the deaths of a dozen innocent victims to save just one human life, my struggle will not have been in vain.

As sincere as I get,
Luke

P.S. I need to speak to you confidentially about a matter unrelated to work, but one of grave concern to me. Please call me as soon as you receive this letter so that we can set up a meeting in private. I look forward to hearing from you soon.

October 18, 2001

Luke:

My apologies for not returning your calls, but I seem to have misplaced your telephone number. Furthermore, even if I could locate the number, there is very little likelihood that we could hold the private meeting you desired. I am simply too busy this month, what with watching the World Series on TV and preparing my Barney costume to wear on Halloween.

I read the newspaper accounts and saw the TV reports about your recent automobile mishap and the unfortunate lawsuit that followed. You have my sincere sympathy. Unfortunately, we are unable to contribute to your defense fund. Our operations are so diversified that recent increases in bulk prices for whipped lard, sourdough after-dinner mints, and Italian napajel balls have forced us to cease contributions to any and all politicians. This is a new policy from the front office, as I'm sure you understand. Anyway, with election day only three weeks away, I doubt that any amount of money could help overcome the fact that the polls show that 85% of registered voters regard you as a despicable, egomaniacal horse's ass.

On a happier note, I agree with you about a National Unified Protection Act. Why should the citizens of our country be protected only on the highway and in church? ASAP's engineers have long under- stood that accidents can occur anywhere, anytime. That same understanding was behind our pioneering work in the development of toilet seat belts, shower safety slings, and bedside bungee cords.

Accidents don't discriminate on the basis of race, creed, color, location of activity—why should we?

Yours,
Bill

October 23, 2001

Bill, My Only Friend:

Thank you for your concern upon hearing of my car accident. ASAP's failure to contribute to my legal expenses was a blow, but I'm confident that the company will help me in other ways—am I right?

I received no serious injury from the collision, and the sensational accounts in the paper are gross exaggerations. The accident happened on what the media calls a "slow news day" and thus received far more attention than it would have otherwise. Believe me, if the other vehicle had not been a school bus, and if I'd been a couple of points closer to passing the Breathalyzer test, the whole affair would have been buried in the back pages.

Be that as it may, once again I found inspiration in apparent catastrophe. As I helped pull mangled, lifeless children from the burning wreckage, it struck me that there really is no such thing as too much safety. We are surrounded by disasters waiting to happen. That being the case, I say let us spare no expense, let us leave no avenue unexplored, let us journey to the farthest frontiers in our quest to protect everyone from everything.

Although I've resigned from office on the advice of my attorney, I want you to know that I heartily endorse your proposal for introducing legislation calling for protective helmets to be worn by all citizens during the hours of daylight and whenever they leave their homes after dark. Let me know if I may help.

Turning to a different matter, I've been thinking about the job offer you made to me a while back—a position on ASAP's board of directors, as I recall. Because of ongoing character attacks from a hostile news media and the many lurid accounts of the school bus indiscretion, I am beginning to think that I could be more effective as a lobbyist in the private sector than as a politician in the spotlight. I remember that the salary we talked about was reasonable, even generous. But before joining the team, I'd like to sit down with you and discuss a list of perks I have prepared. I expect to be in New York next week—we can discuss details over lunch.

Best wishes,
Lucas

March 3, 2002

Luke Canard #179905
Chilblain Federal Corrections Center
Unit 8-B, Section 3
P.O. Box 1000
Shaktoolik, Alaska 90769

Luke:

Sorry for the delay in responding to your many letters and telegrams and for refusing to meet with your attorney. Your conviction on federal charges of misuse of office and influence-peddling placed ASAP under uncomfortably close media scrutiny. Because of that, it seemed best for both the company and for myself (and for our mutually-cherished goal of achieving Total Safety, of course) to avoid the negative consequences of being associated with your troubles. Now that you're facing state charges of manslaughter and drunk driving, it becomes all the more vital that ASAP avoid any linking of its name with yours.

In view of the circumstances, your being hired by the company is, of course, out of the questions. And your list of perks brought the house down (I've never heard such laughter in the executive conference room). Furthermore, I must inform you that this will be the final communication between us. Any future correspondence will be returned unopened.

I hope the public defender you were assigned for your upcoming trial knows his stuff. From what I hear, the State wants to throw the book at you. I can't help being struck by the irony of the situation. Am I correct in recalling that a couple of years ago you spearheaded the successful drive to pass a national law requiring the death penalty for drunk drivers convicted in fatal collisions?

Sincerely,
William K. Wendigo

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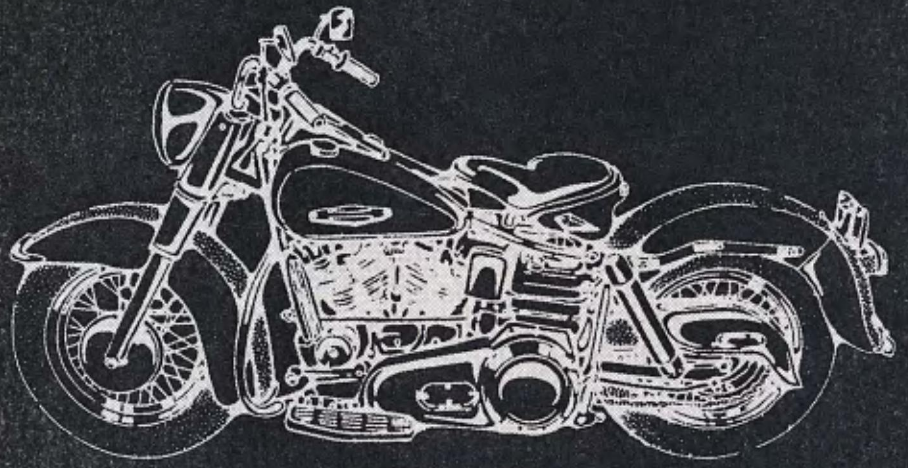

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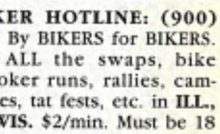


KAREN DAVIDSON

Makes Her Mark In The First Family Of Motorcycling

She may be the fairest member of America's first family of motorcycling, but William's granddaughter and Willie's G's little girl is no pampered princess or indolent heiress. Karen, who slipped her arms into her first leather jacket at the age of five and swung her leg over her first scooter, an M-50, at the age of nine, is all Davidson. She's part of a grand legacy, a legacy that's in her name—and in her blood.

Karen says she can't remember a time when she didn't know what a Harley-Davidson was. It was as much a part of her upbringing as apple pie and skinned knees. And while other dads were buying their little girls Barbie dolls and lavender Schwinns with flowered banana seats, Willie G. was teaching his little one how to ride America's finest. But amidst the instructions about shifting gears and twisting throttles, Willie G. Davidson taught his daughter important lessons in life. He instilled in her self-confidence, self-reliance, independence, the value of freedom, and the importance of tradition.

While other dad s were buying their litle girls Barbie dolls, Willie G was teaching his little one how to ride

Karen Davidson's place in the Harley-Davidson tradition is that of General Merchandising Coordinator, a position which involves supervising the design and production of the MotorClothes line. It is a role she takes very seriously.

When she took the job in 1989, Harley's clothing line was predominately made up of riding leathers and black T-shirts. Karen's challenge was to expand the line to include a wide variety of motorcycle-related wear. This expanded line, which encompasses the traditional pieces, as well as related activewear, sportswear, and accessories, has evolved into what is known today as MotorClothes. And with Karen at the helm, revenues from the MotorClothes line have doubled over the last four years. Doubtless it is Karen's level-headed philosophy that has lead to the jump in numbers. Karen feels that Harley-Davidson is first and foremost an American motorcycle company, and it is her belief that the MotorClothes line,

Photos: courtesy of Harley-Davidson, Inc.

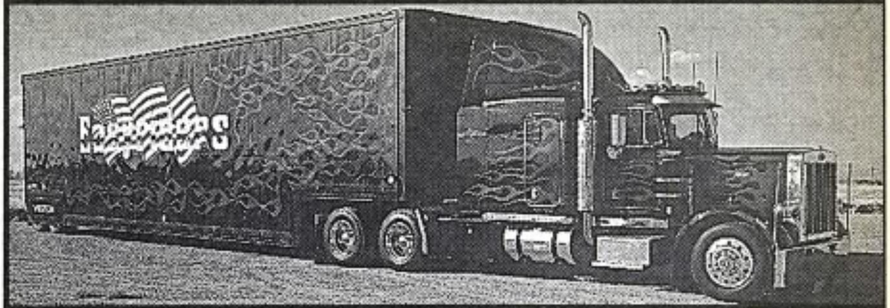
while reaching a broader base, must remain consistent with the classic quality and style of the motorcycles.

But being a Davidson means more to Karen than simply working for the Motor Company. Being a Davidson means riding and being a part of the lifestyle and mystique of American motorcycles. "The bike, itself, has a unique magnetism about it that draws people together," says Karen. "It's all about being around the sport, going to a lot of the events, and meeting different people who are all drawn together by the uniqueness of Harley-Davidson."

Karen definitely learned something during those father-daughter lessons. And next time you catch a glimpse of her flying down the highway on her latest scoot, she could teach you a thing or two about riding—if you can keep up.

—Two Step

GET YOUR MOTOR RUNNIN' . . .



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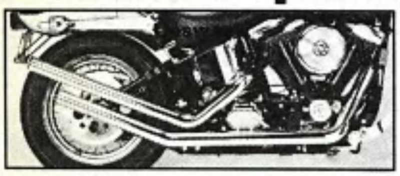

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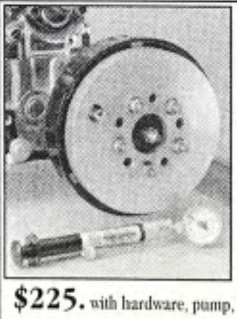

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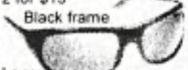

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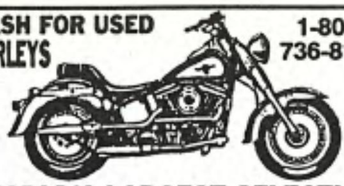

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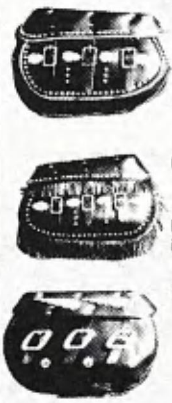

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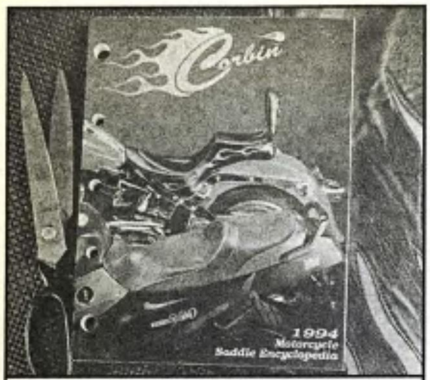

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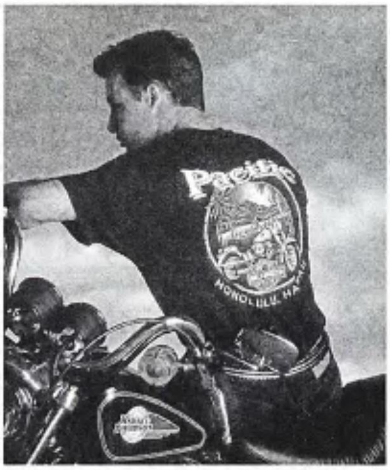

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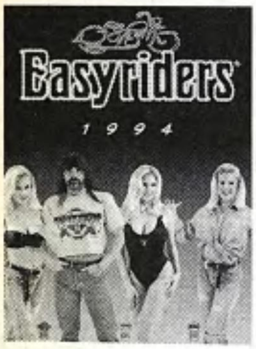

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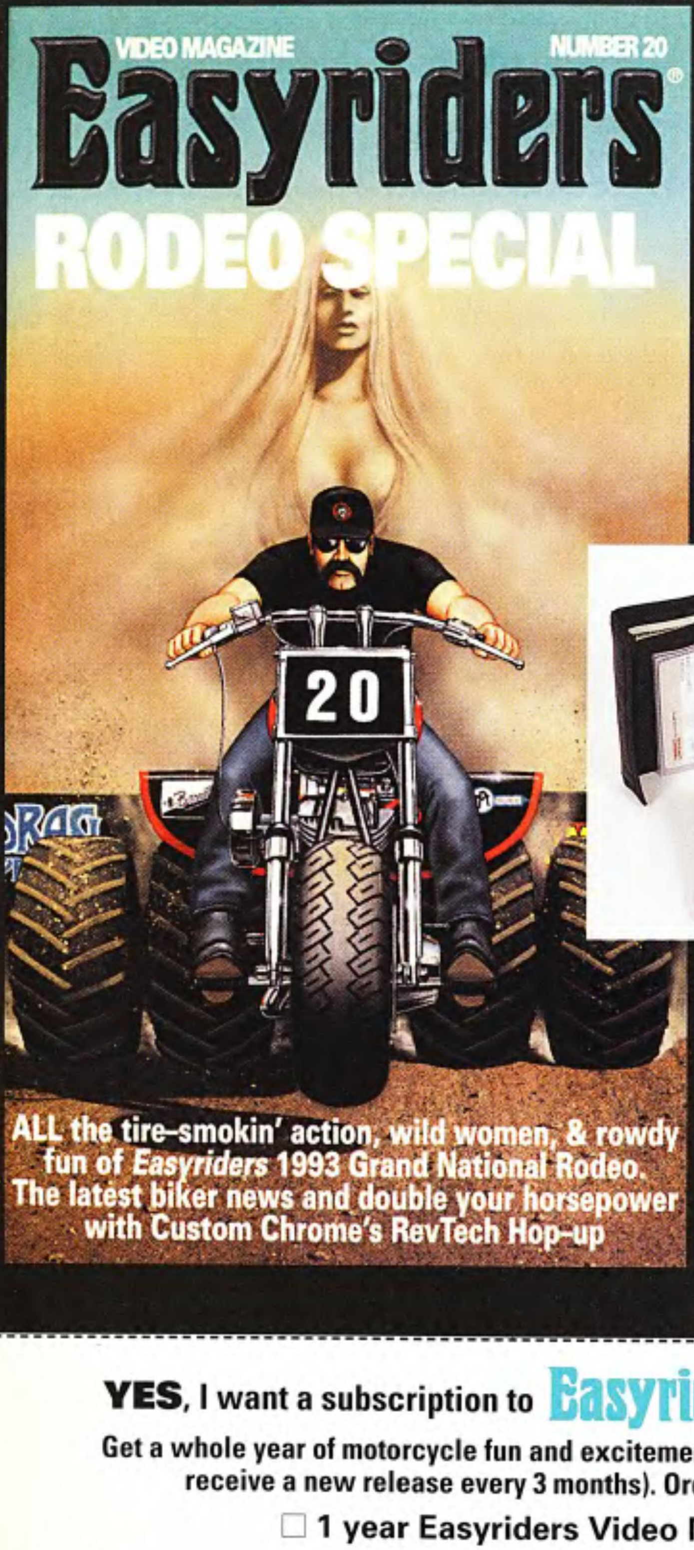

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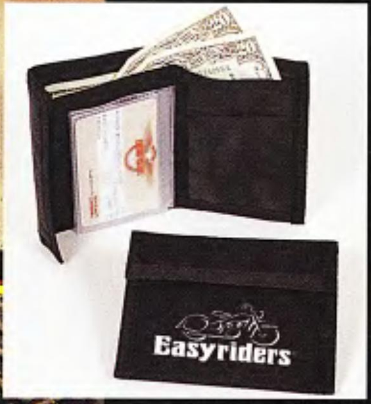

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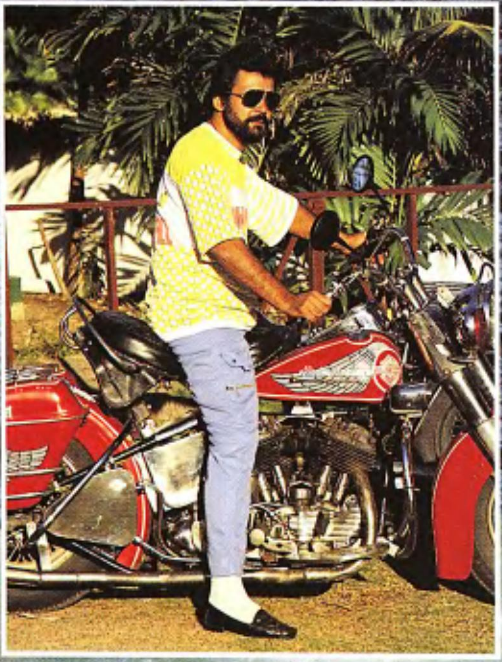
HARLISTOS Y HARLISTAS

Harleys in Havana

Before I went to Cuba last year, I'd heard that it was hard to keep a scoot there. Rumor had it that parts were scarce, or homemade, and the gas, if you could find any, was dirty—and expensive.

Upon arrival, I discovered that the streets of the capital and its cars and scoots hadn't changed much since 1959. I saw a lot of old iron: Fords, Chevys, Buicks, Chryslers, and Studes. Most of them were full of Bondo and too many rough miles. I thought I'd see the Harleys in the same condition, but there are many Cubanos who love things from the States—like the idea of freedom and motorcycles from Milwaukee.

Sergio runs a Harley shop in Havana. Actually, it's a shop that repairs Harleys, because there hasn't



Photos: Mark Burrell, Zapotech

been a dealership or legit store in the country since Cuba became a four letter word to our government. Though some small businesses are allowed, costly state licenses are required, and not many people can afford them. Sergio's lovely young daughter explained in surprisingly good English that her father knows of only 150 Harleys in Havana, more or less, including a 1928 model and a couple from the early '30s.

Sergio is a calm and pleasant guy, who is eager to talk about how he cuts car and truck batteries down to fit in scooter frames and how he uses pistons from Moto Guzzis and rims and tires from VW bugs to fabricate Havana-style Harleys. Rims with the hubs cut out are drilled for spokes, assembled, and chromed. Getting parts chromed is not a problem. Harley tires are scarce, but VW tires are plentiful. The bearded man on the red '47 EL mentioned another shop where they make pistons. Make pistons? "Yeah, new ones, with the spaces for the circles."

"My father is," the daughter said, "how do you say—he is a complete man. What he tells you, you can count on it. He is very complete." A photo of this young woman in a U.S. paper was the key to my learning that Harleys in fact existed in Havana. The photo was of Sergio's daughter riding in the back of Sergio's '46 "Policia" Knucklehead trike ahead of 30 other bikes in her wedding procession.

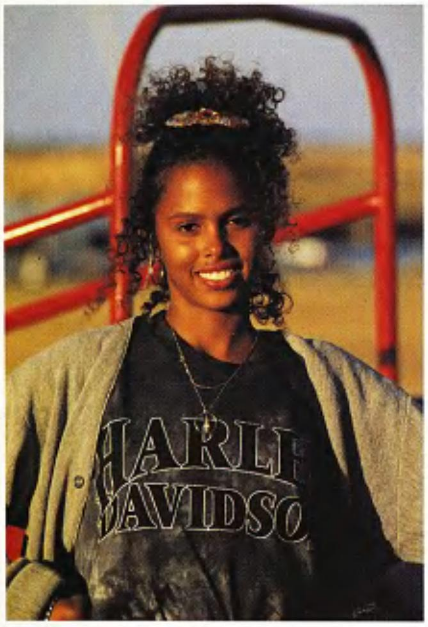
A Havana-based European photographer, who owns a green '48 Panhead, took the photo. I contacted him, in hopes of organizing a run in order to learn more about the rare Havana Harleys and the people who own them. He agreed to try to get a group run together but made no promises. "Look, man," he told me, "anywhere we get Harleys together draws attention. Organizing a run takes months, just to find gas for everyone. And, these people don't know you."

We decided to meet at Marina Hemingway, a restricted area with gas pumps and less chance of a cop hassle. He and I left it that way, but I didn't count on much in a city where Eisenhower-era phones don't work well, even if the electricity is on.

The guy's concern →

about a crowd was right on. I'd taken our little boat bike, a Honda 80cc, into Havana. The locals, who prize their Chinese bicycles and Czech mopeds, immediately spotted the Honda. They actually heard it coming. It was impossible to stop without young men asking where I got it, how much it cost, and how many kilometers to the liter it got. Imagine the crowds that would form when a genuine Harley appears.

Sergio and the group showed up for a lazy lunch at an outdoor, oceanside café. It was a good place to shoot photos of the scoots, but in Havana, you ask permission to do things. We asked a "deputy" who, in turn, asked Pepe, the marina director. Pepe said okay, but, 15 minutes



later, the deputy told us that our time was up. The European photographer got in his face, telling him he was nothing but a flunky for The Beard, stroking his hand up and down over his cheeks (the way Cubans do to refer to The Man). Unaffected by the photog's antics, the deputy walked off. Sergio and the others straddled their scooters and rode over by the boats.

When I pulled up on the Honda, they gathered around it, smiling, calling it a cute toy, and asking if it had electric start. Sergio's ol' lady liked it, so I held out the keys to Sergio. "No, Gracias!" he yelled, jumping back and pushing air away with both hands. "Yo so Harlisto," he said,

which means, "I am a Harley man."

I asked his daughter to explain that I'd brought some gifts for them—Rat's Hole T-shirts and stickers from Karl "Big Daddy Rat" Smith's shop in Daytona Beach and *Easyriders* shirts from The Beach Club in Key West. I went on to explain that these were gifts from American bikers to their bros in Cuba, from friends to friends, with no conditions. "These are proud men," Sergio's daughter explained, "and it is good that you don't patronize them." When he heard the explanation, Sergio spoke to his daughter, then started laughing. "He said, 'After all, we are not Indians'," she explained, laughing.

Photos: Mark Burrell

Among the stickers was one which read: "No Butt, No Putt." The European guy asked me, "That means, if a woman doesn't give me . . ." (he held out his arm and thrust his hips, dry-humping) "then she don't ride on my Harley?" I guess some things are just plain universal. Sergio and his friends and their old ladies laughed as they packed the goodies away in purses.

Just then, everyone suddenly turned to look in the direction of a beautiful sound. Far across the harbor, on the beach road, was another Harley. The rider, a young Swiss, spotted us and rode up on a clean 1960 Panhead. He said he owned two bikes, and that the pretty blonde with him was, of course, a Cubana. He had vacationed in Cuba two years earlier and decided to move here. After settling in, he bought the Harleys and met the blonde. He said Sergio is the best mechanic he's known anywhere, including Europe.

Later on, we went aboard a huge schooner which was owned by a Frenchman, a friend of the photographer's. Drinking coffee in the cabin, Sergio said, via his daughter's translation, that his shop was no secret and that he would like to read about it in *Easyriders*. However, he informed us that shop photos were not a good idea. He clicked open his black Harley lighter and struck it, lit a Marlboro, then said he has friends who bring parts from Miami. "He asks you," the daughter said, "what we would have today if we had been left with only Hondas and Japanese cars thirty-four years ago? Would we have anything running today?"

Sergio smiled with all his teeth and said, "Ford . . . Chevy . . . Harley-Davidson: DUROS!"

As we climbed off the boat, its owner stood on the dock and helped the ladies. Sergio was the last one off. When the owner offered Sergio his hand, Sergio laughed and waved him out of the way as he jumped off the boat shouting, "Arriba! Yo so Harlisto!"

—Mark Burrell

TALKIN' TECH

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How many times have you sat in your garage, teeterin' on an old milk crate and scratchin' your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

Menacing Magnets

□ I had to replace the clutch basket on my '88 XLH, which cost me nearly $300. The magnets on the inside had crumbled, thereby causing problems with the charging system. Three different dealers told me I couldn't get just the magnets. This sure seems costly for a couple of dollars worth of magnets. Any solutions, or should I use the old one as a door stop?

Jeff Howard
Auburndale, Fla.

■ Excessive amounts of heat or loose parts can cause damage. Typically, a steel chip from a sprocket tooth or transmission gear will get picked up by the magnet and get wedged between the magnet and the stator. This causes the magnet to be knocked loose. If the damage is not repaired in the early stages, a minor nuclear explosion will occur. Unfortunately, the magnets are heat glued—you'll need a new basket.

Broken Ridge

□ I own a 1973 Electra Glide shovehead with a 98-inch stroker kit. The ridge on the left side of the case, which holds the rubber O-rings seal between the case and inner primary, has been broken off.

I've tried the new flat gasket that Harley came out with. But still, after a couple of hundred miles, it starts to leak oil again. Short of replacing that half of the case, or changing over to a belt drive, is there anyway to correct this problem?

Jim Gilbreath
Bradenton, Fla.

■ Check your frame for cracks on or near the bottom of the seat post. With an engine the size of yours, you will have torque damage sooner or later, and the primary mounting surface/O-ring lip damage indicates that some frame reinforcement is necessary. A super duty, top motormount should also be installed. Finger painting with silicon glue can assist—temporarily.

Should He Update?

□ I have a 1964 Sportster 900cc XLH with a 6-volt system. I want to put an electric tach and a single-fire coil on the bike. Does anybody make any of these for a 6-volt system? And if they don't, is there a way to rig up something? I have a Bendix carburetor and want to know the proper jet number and size for a 900cc engine.

Jim
Syracuse, N.Y.

■ The best thing to do is update your electrics to 12-volt and use a late-model tach. Keep your dual-fire ignition; just make it 12-volt, so that a stock tach will work. That way you won't have expensive tach or ignition problems.

There are several models of your carburetor: Factory carb #16P12, Main jet C66-143-75B, Main jet C66-183-22, Adjustable main jet C66-183. There was also a factory 36mm carb #27152-71 that I can't find the original jet number for. Most factory carbs were 38mm, but now 40mm Zenith carbs are also available.

Wants More Power

□ I have a 1993 FXSTC and some questions concerning performance modifications. My scoot is all stock except for mufflers, and I'd like more low- and mid-range power.

1. What cam, carburetor, and exhaust do you recommend? Will the pushrods and valve springs have to be changed? Do you recommend changing the ignition module, rev limiter, and coil?

2. How big a cam can be run without changing springs, pushrods, etc?

Dale Rice
Mounds View, Minn.

■ 1992 and 1994 Softails have a 70-tooth rear wheel pulley. 1993 Softails have a 61-tooth rear wheel pulley. This is what is killing your low- and mid-range power. The cure is to convert back to '92 gearing or something in between. Andrews Products has a 29-tooth power pulley for the trans, or Super Max has a 66-tooth rear wheel pulley. Either of these changes requires special tools and is best left to an experienced mechanic.

Once the gearing is corrected, there are a number of performance packages available that will nearly double your horsepower. Call Custom Chrome (408) 778-0500, your local shop, Marty Ruthman at Hi-Tech (818) 901-7037, or Micah McCloskey (818) 348-8967 for performance package recommendations.

□ I have a 1985 FXRS and am interested in getting more horsepower and better performance. I was thinking about installing an electronic ignition (single-fire), a set of Screamin' Eagle mufflers, and a free-flowing air cleaner. Am I heading in the right direction without going to a major rebuild? Also, which ignition system is best for my needs?

Rick
Manitoba, Canada

■ You need notched pistons, which were available on 1984 models and '87 and later Big Twins. With the right pistons (or notching) then you're set for performance cams, exhaust, and ignition systems. Check out last issue's (July 1994) Dyna 2000 Installation tech tip (pages 30-31).

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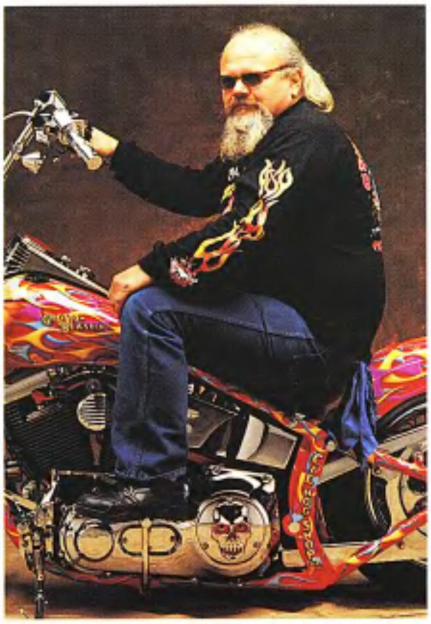
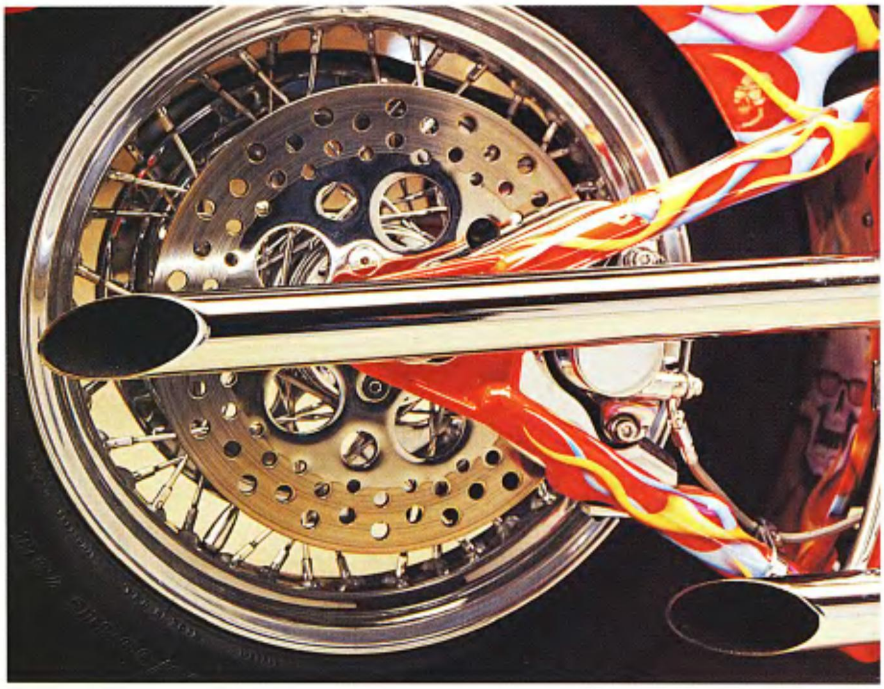
NASTY

GHETTO-
BLASTER

Over 18 years locked in a stucco building on the outskirts of Fort Pierce, Florida, smack between the onslaught of violence from Miami and the Spring Break attack in Daytona, a grizzled, seething wrench cursed at the nasty paint job under a single light bulb. He was alone, except for a bottle of Jack Daniel's and a fiery temper.

Louie Falcigno was the evil incarnate behind the adage "Choppers Rule." But this year, as hurricane season built a briny momentum off the east coast of Florida and the wind whistled its thundering, church-crushing warning to the weak masses huddled in terror, Louie tore into a 1992

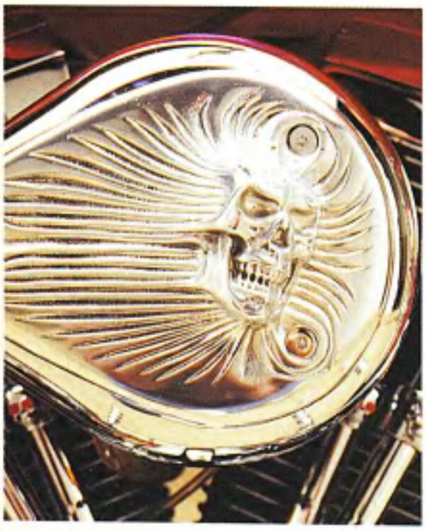




Softail he'd bought only two days earlier.

Glancing around the walls of his shop, at the surfboards hanging from the ceilings, the *Easyriders* posters from the '70s, and the dusty array of parts spanning seven decades of Harleys, he found himself inspired to feel the touch of an electric starter for the first time, to leave a horn in place and rumble along the cracked Florida concrete with some semblance of suspension under his fat ass. Lightning cracked over the cemetery next door, and the wind whistled and made the corrugated →

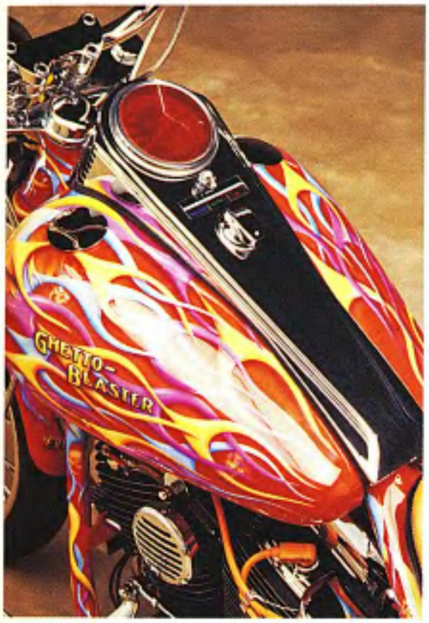
GHETTO-BLASTER
C&L HOG SHOP



FIRST PLACE WINNER
Preview Class, *Easyriders* Invitational Bike & Tattoo Show, Columbus, Ohio, Feb. 18-20, 1994. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, Feb. 1995

steel roof atop the cement plant across the street flap violently in the night. But the devastation in the wind caused Louie's mind to whirl. He slammed the Softy to the pavement by shortening the front end severely, welded the rear fender to the frame, and dropped the chassis 3 inches.

The 50-knot winds shifted into high gear and the street lights swung parallel to the pavement. The railroad bells at the crossing up the street clanged involuntarily, as if some ghost train filled with frightened passengers was trying in vain to escape the



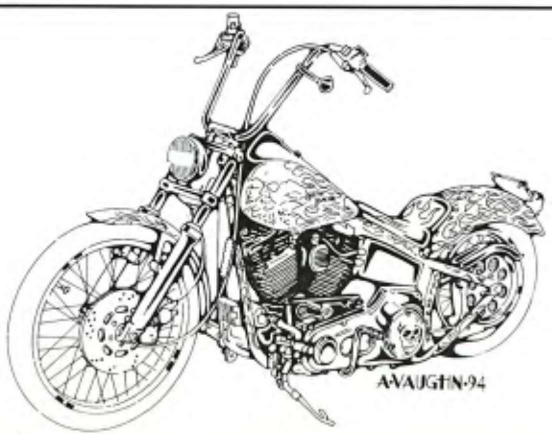
Owner(s): Lou Falcigno	**City:** Fort Pierce, Florida	
General	**Frame**	
Fabrication: C&L Hog Shop	Year: 1992 (chop)	
Year and make: 1991 FXST	Builder: C&L Hog Shop	
Model: FXST	Type: H-D	
Value: $30,000	Rake: none	
Assembly: C&L Hog Shop	Stretch: none	
Time: three months	Other alterations: trimmed	
Chroming: A-E Chrome Plating	**Accessories**	
Engine	Bars: Paughco, 2-inch narrow	
Year: 1992 Evo	Risers: stock	
Model: H-D	Grips: Ness	
Rebuilder: none	Mirrors: CCI	
Ignition: stock	Fender(s): C&L Hog Shop	
Displacement: 80 cubic inches	Headlight: stock	
Lower end: stock	Taillight: H-D	
Balancing: H-D	Speedo: stock	
Pistons: stock	Front pegs: custom, C&L Hog Shop	
Cases: H-D	Rear pegs: C&L Hog Shop	
Heads: factory	Electrics: 12-volt	
Cam: Crane	Gas tank: 3.5- gallon	
Lifters: stock	Oil tank: stock	
Carb(s): S&S	Oil system: stock	
Air cleaner: S&S	Primary cover: H-D	
Pipes: CCI	Seat: C&L Hog Shop	
Muffler(s): none	Sissybar: none	
Transmission	**Forks**	
Year: 1992	Type: wide glide	
Modifications: none	Extension: lowered 5 inches	
Shifting: stock	Builder: H-D	
Engine sprocket: 24-tooth	Special features: low	
Trans sprocket: 35-tooth	**Wheels**	
Wheel sprocket: 70-tooth	**Front**	**Rear**
Painting	Size: 21-inch	Size: 16-inch
Molding: Jack Beazley	Hub: stock	Hub: stock
Painter: Jack & Streeter	Rim width: 160	Rim width: 130
Color: orange	Tire: Dunlop	Tire: Avon
Type: lacquer	Brake: Perf. Mach.	Brake: Perf. Mach.
Special paint: Streeter		
Other special modifications: flame pipe guard and seat by C&L Hog Shop. Special thanks to Ed, Billy, and Jack at C&L Hog Shop.		
Photos: Steve Coonan		

reckless ruin whistling through every crack and crevice in the building. Louie worked on into the night, feeling the power of the devil in the wind circling around his evil creation as the two powers brought the Softail to life.

The wind shrieked, his shop's glass windows shook until the putty cracked, and his roof howled, tearing at the nails that held it in place for almost two decades. He poured another shot of Jack as the light in the shop flickered wildly. Swallowing the harsh liquid, he tossed the glass into the corner. The lights went out as a bolt of lightning split a light pole on the corner of Highway 1 and the gates to the cemetery. As the glass shattered and flecks of crystal sharpness caught the flash of light, Louie felt the power jolt his building like a 6-point quake. He realized why nature was hassling his ass. He grabbed the bottle, took another swig and held it to the heavens as sheets of tar paper were dislodged from the roof. "Choppers Are Forever," Louie screamed. "The next one will be a rigid—no horn, electric start, or foot shift."

Miraculously, the wind subsided, the lights flickered and came back on. The powers were reassured that Louie hadn't lost the faith.

—Renegade



COMIN' AT YA

Easyriders®

Right about now you're asking yourself: How do the folks at *Easyriders* make each and every magazine better than the one before? Well, it's no easy task, but we're so committed to bringing you the best biker mag in the known world that we leave no stone unturned in our relentless search for the sleekest of scoots and sexiest of sirens. Check out our latest discoveries in the **September** issue: We've got cutting-edge Evos like Johnny Pag's Dyna, classic choppers like Doc Hamm's 1936-1982 Dinosaur Special, a carnival ride restored for a future biker, and the East Coast's finest from our Charlotte, N.C. Bike Show. On the tech front, we'll give ya frame straightening tips and bring you up to date on our Knuckle project. Don't miss a page. ***On sale July 28***

The **second issue** of *VQ* offers interviews with Art Annecharico, a Harley-riding movie producer, and master bike builder Rick Doss. It also features eight incredible motorcycle features, tech tips, news, the latest products, our hangout of the month, L.A.'s Thunder Roadhouse, and a special calendar insert featuring a Nempco maintenance chart. *VQ* is the all-Harley, all-color magazine for the serious cycle connoisseur. ***On sale now***

The **September** issue of *In The Wind* (#65) will suck the suds right outta your acid-filled stomachs. It's the Daytona Bike Week Blowout issue. We'll be bringin' you enough in-depth coverage of this classic getaway to make your drool green with envy. And roundin' out the festivities will be your best pics, scoots, and artwork from across the nation and around the globe. ***On sale now***

BIKER

I'm warning ya, you're in for some serious shit when you rip into the **September** issue of Biker. It's the "Poot & Phrap" issue, featuring Johnny Bean Blast and his unique style of flame throwin'. Naw, I'm kiddin'. It's really the Heritage issue, featuring some amazingly clean American antiques. 'Course we'll have some side dishes of pure girlie delights, graphic coverage of ragin' events, fresh chunks (as in Blowin'), and more T&A. ***On sale now***

TATTOO

Fifteen tattooed fanatics met in Columbus, Ohio, last February for the final showdown of the *Easyriders* Bike & Tattoo Tour, and our crack photogs were there to capture the drama. And Denmark's Henning Jorgensen stopped by the office last month with some pics for us (naturally we used that opportunity to subject him to a grueling grill session). Plus, we got the goods on Bronx graffiti-artist-turned-tattooist, Seen. Be there. ***On sale July 14***

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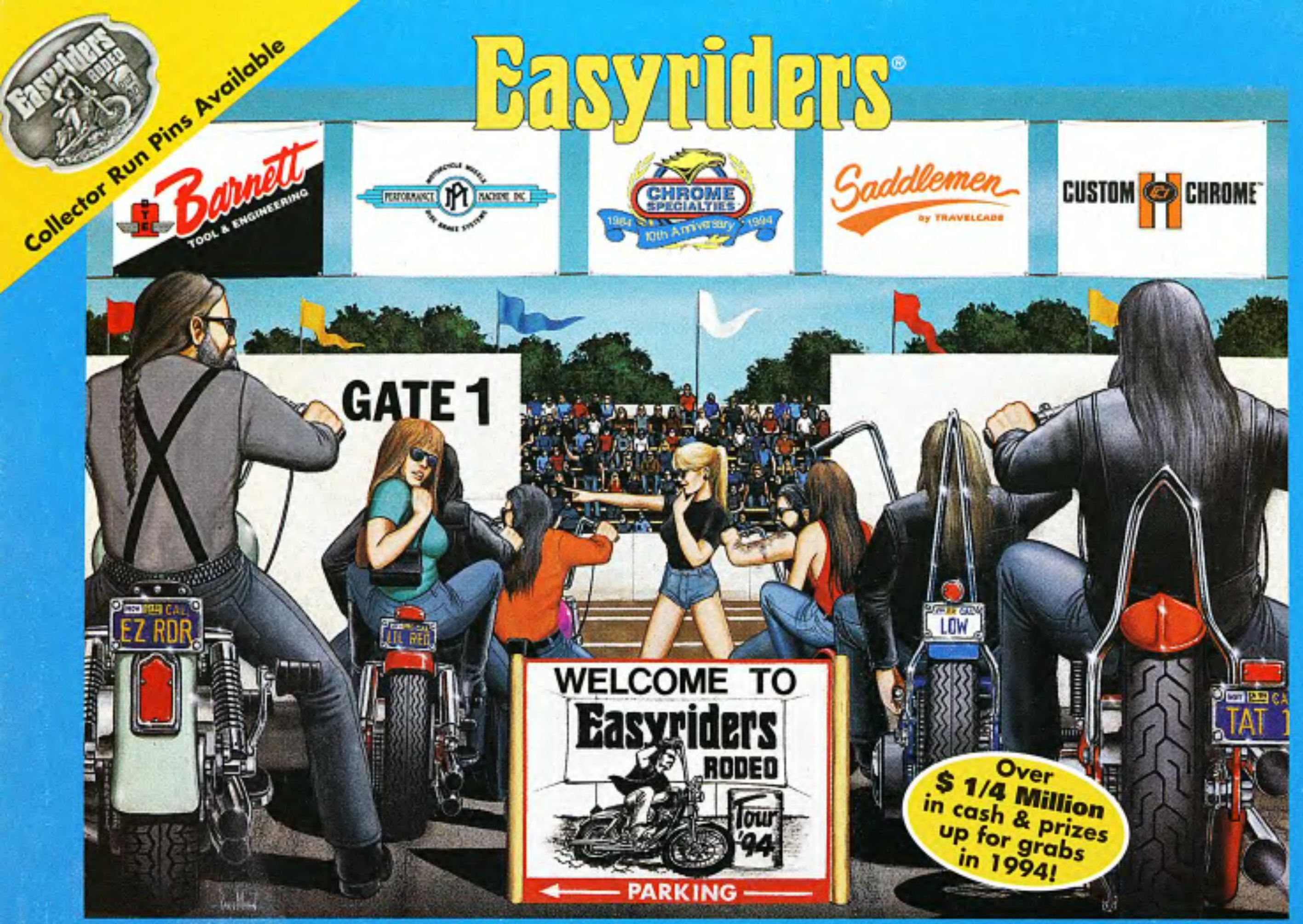

1994 MOTORCYCLE RODEO CALENDAR

April 29, 30, May 1
Casa Grande, Arizona
Pinal County Fairgrounds
(I-10 exit 194, go East on 287)

May 13, 14, 15
Waco, Texas
Heart O' Texas Fairgrounds
(I-35 to New Road exit, go West)

Memorial Day Weekend
NEW! Another Ohio Rodeo
May 28, 29, 30
Painesville, Ohio
Lake County Fairgrounds
(Hwy. 44 to Mentor exit, go West)

June 10, 11, 12
New Ulm, Minnesot
Brown County Fairgrounds
(Hwy. 14 to 12th North St.)

Fourth of July Weekend
Sat., Sun. & Mon.
July 2, 3, 4 *Fireworks!*
Middletown, New York
Orange County Fairgrounds
(I-84 to Hwy. 17 West, to exit 120)

NEW! Location!
July 15, 16, 17
Fayetteville, North Carolina
Cumberland County Civic Center
(I-95 to Hwy 301)

July 29, 30, 31
Prospect, Pennsylvania
Butler County Fairgrounds
(On Rt. 422, 8 miles West of Butler)

August 19, 20, 21
Fowlerville, Michigar
Fowlerville Fairgrounds
(I-96 to Fowlerville exit, go Nort to Grand River)

Labor Day Weekend
September 2, 3, 4, 5
Chillicothe, Ohio
Ross County Fairgrounds
(Hwy. 35 to Rt. 104 North)

NEW! Location!
Sept. 16, 17, 18
Morris, Illinois
Grundy County Fairgrounds
(Hwy. 80 to Rt. 47 exit, go North)

NEW! Location!
Sept. 23, 24, 25
Des Moines, Iowa
Iowa State Fairgrounds
(Hwy 235 to East University exit)

October 7, 8, 9
Bremerton, Washingto
Kitsap County Fairgrounds
(Hwy. 3 to Newberry Hill Road ex

NEW! Location!
Oct. 14, 15, 16
Angels Camp, California
Calaveras County Fairgrounds
(2 miles So. of Angels Camp on Hwy 49)

Ride-in Bike Show • Trophy Girl Contest
Rodeo Action • Trade Show
Weekend Camping • Live Music
Tattoo Contest • Biker Bingo

Grand Nationals
October 21, 22, 23
Lancaster, California
Antelope Valley Fairgrounds
(Hwy. 14 North to Ave. I exit)

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